

MODIFIED HABS/HAER REPORT
**SPRECKELS SUGAR COMPANY
FACTORY No. 1**
SPRECKELS, CALIFORNIA



VOLUME 2: PHOTOGRAPHS

Prepared for:
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October 1993

LOCAL
HISTORY

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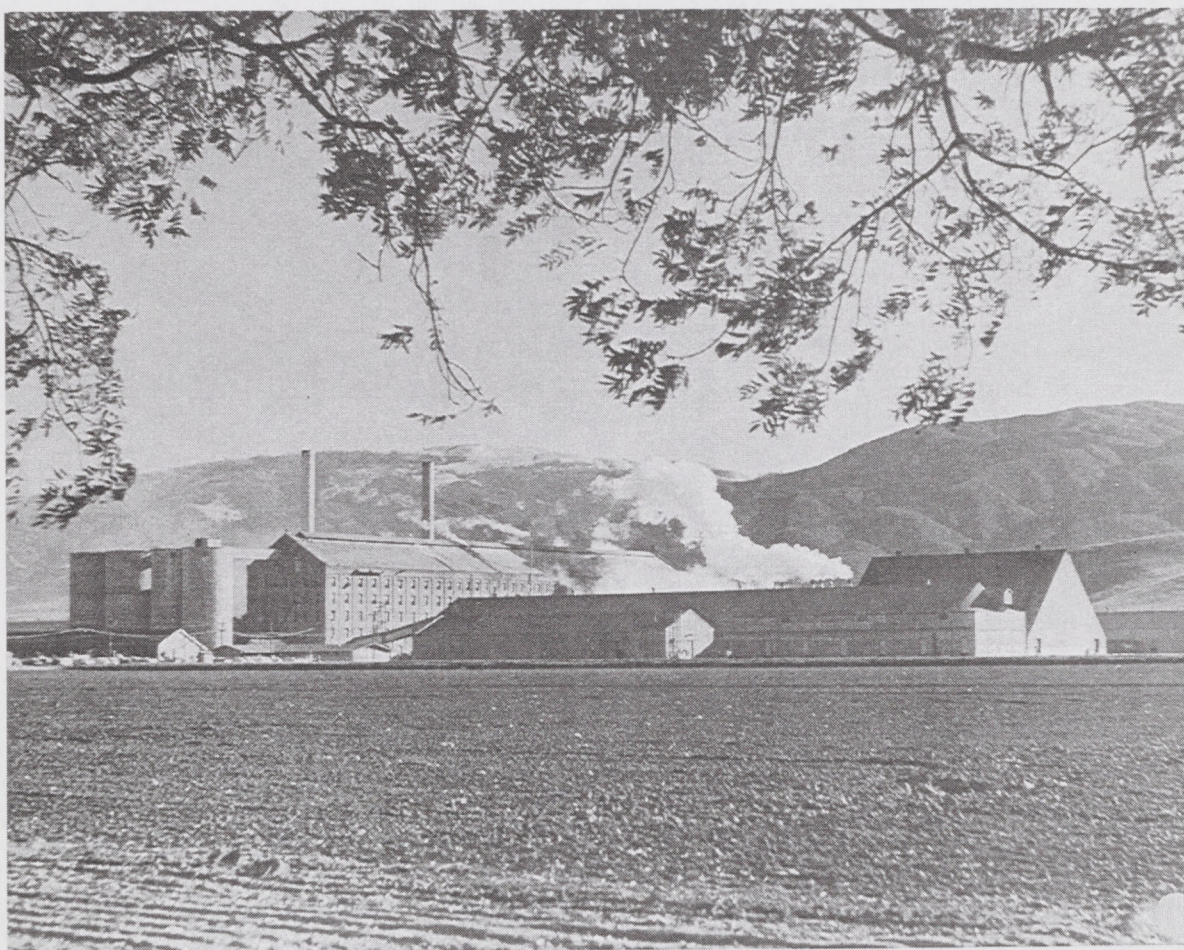
116. California Sugar Refinery.
Illustration 1881.

117. Western Sugar Refinery.
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SPRECKELS SUGAR COMPANY
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Photograph No. 1



1. Factory No. 1 from Spreckels Boulevard.

Photo c. 1980.

The factory, sugar silos and boiler stacks were landmark structures in the Salinas Valley.





2. Aerial View of Factory No.1, Town of Spreckels and the Salinas Valley.
Photo 1933.

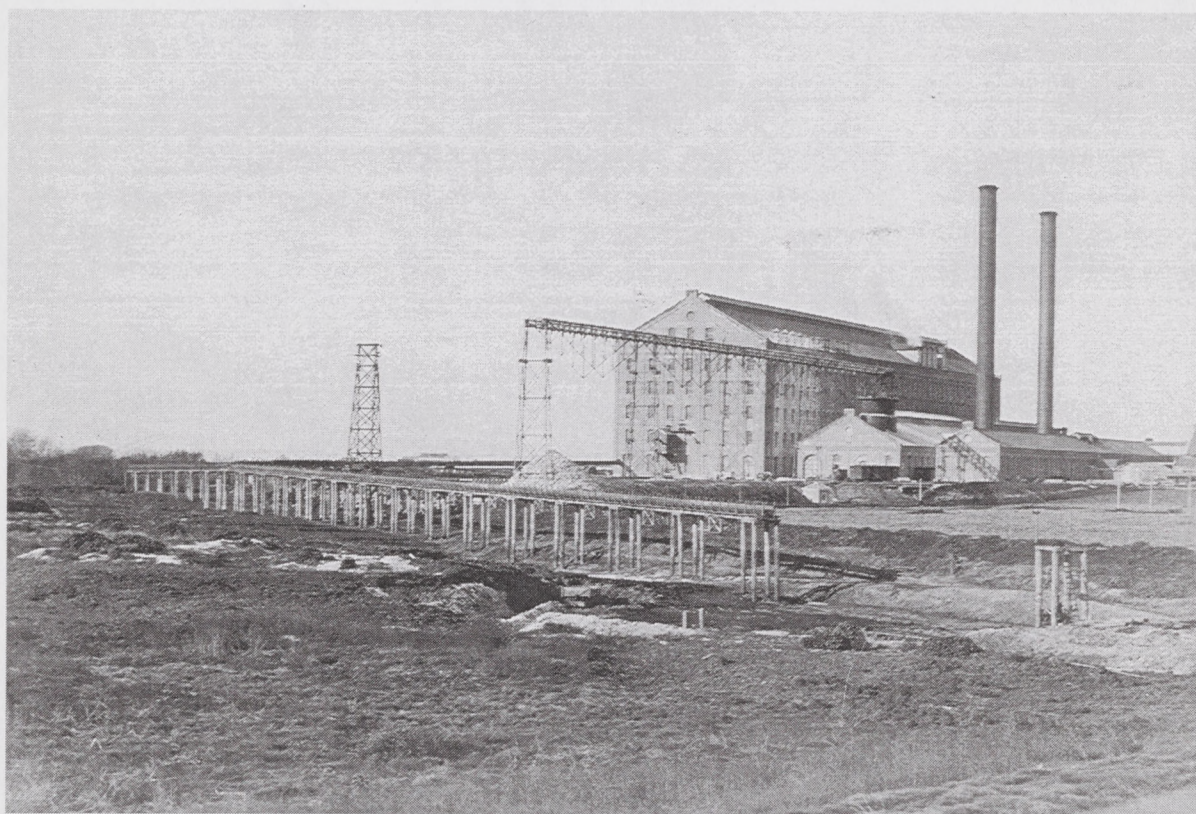
Spreckels Boulevard runs northward through the center in this view of the Salinas Valley, separating the Town of Spreckels to the right and the Factory No. 1 site to the left.





3. Claus Spreckels.
Photo c. 1895.
One of few available photographs of Claus Spreckels.





4. Factory No. 1 site, view looking northwest.

Photo before 1905.

Left to right: Main Building, Boiler House, Shops and Storeroom Building. The end of the Sugar Warehouse (No. 5) is seen at the extreme right.



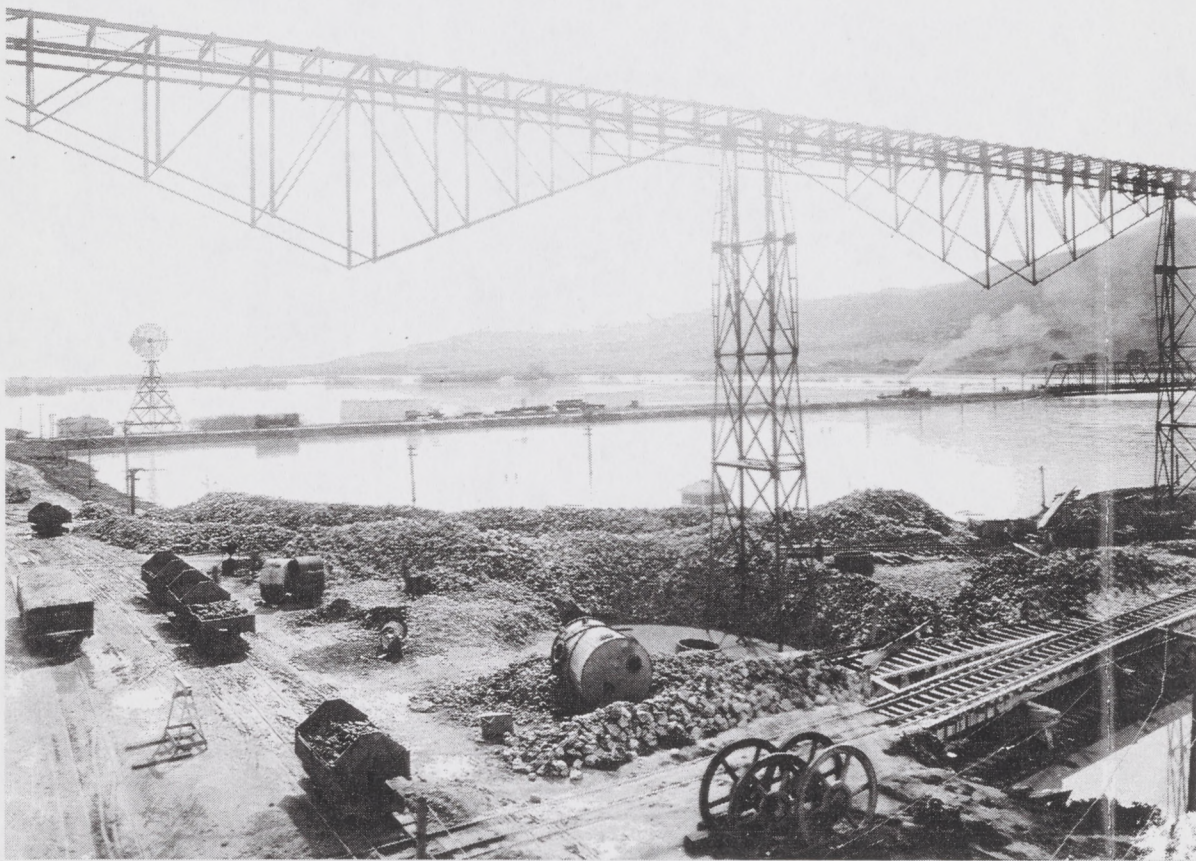


5. Main Office and Scales (No. 38).

Photo c. 1920.

Designed by architect William Weeks, this building was the entrance to the factory site. The canopies to either side covered scales where wagons or trucks were weighed.





6. Lime Rock Hoist and Trestle.
Photo March 1911.

This view shows the hoist and trestle as well as the small dump cars used for transporting coke and lime rock. In this photo the Salinas River has flooded over the lime waste ponds south of the factory complex.





7. Lime Kiln Stacks.

Photo c. 1898.

Buckets hung from the trestle dropped the lime rock into the stacks of the kiln through a sliding horizontal door. The lime was burned in the kilns; exhaust gasses escaped through portholes below the door.

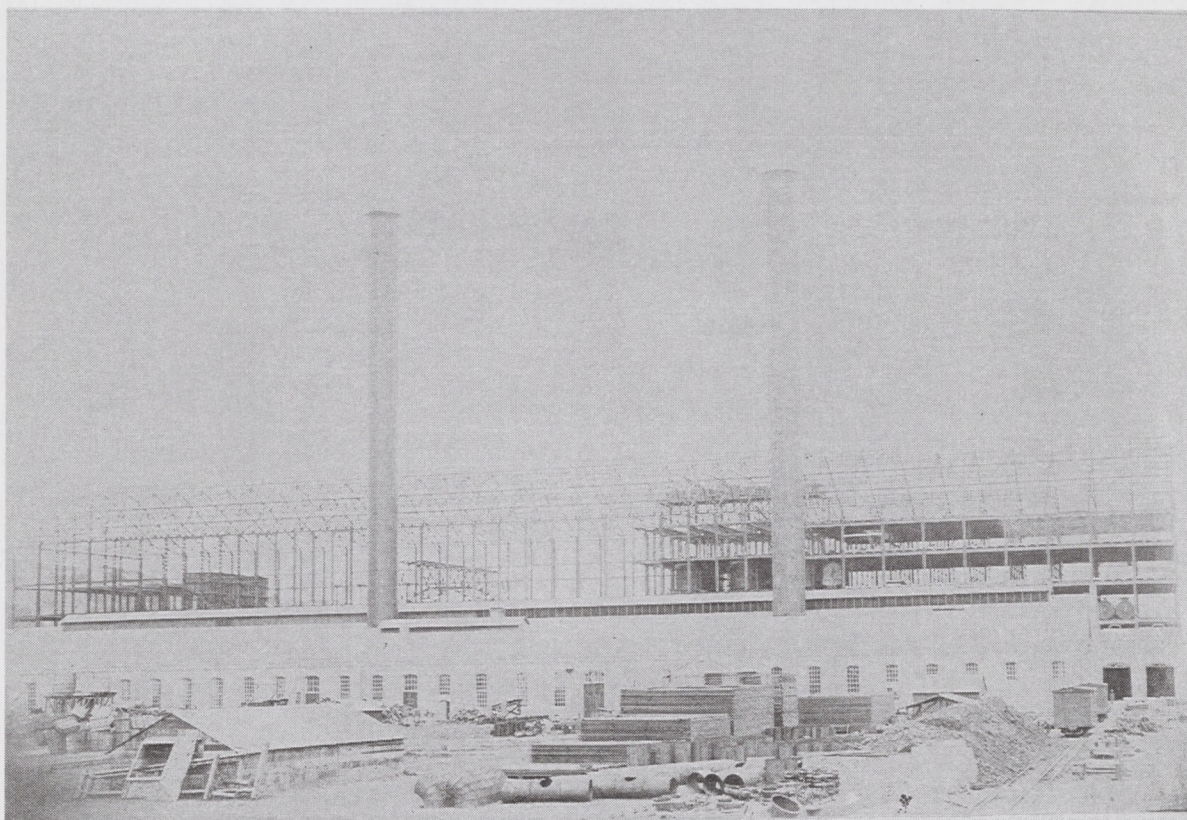




8. Boiler House (No. 2) under construction.
Photo c. 1897.

At left is building No. 3 which contained the Storeroom, Machine Shop, Pipe Shop and Carpenter Shop. Joe Kavanaugh (front row, second from left) supervised the masonry crews.





9. Steel frame of the Main Building (No. 1) under construction.

Photo c. 1897.

In the foreground is the Shops and Storeroom Building (No. 3). The monitor vent of the Boiler House and the Boiler House stacks are also visible.



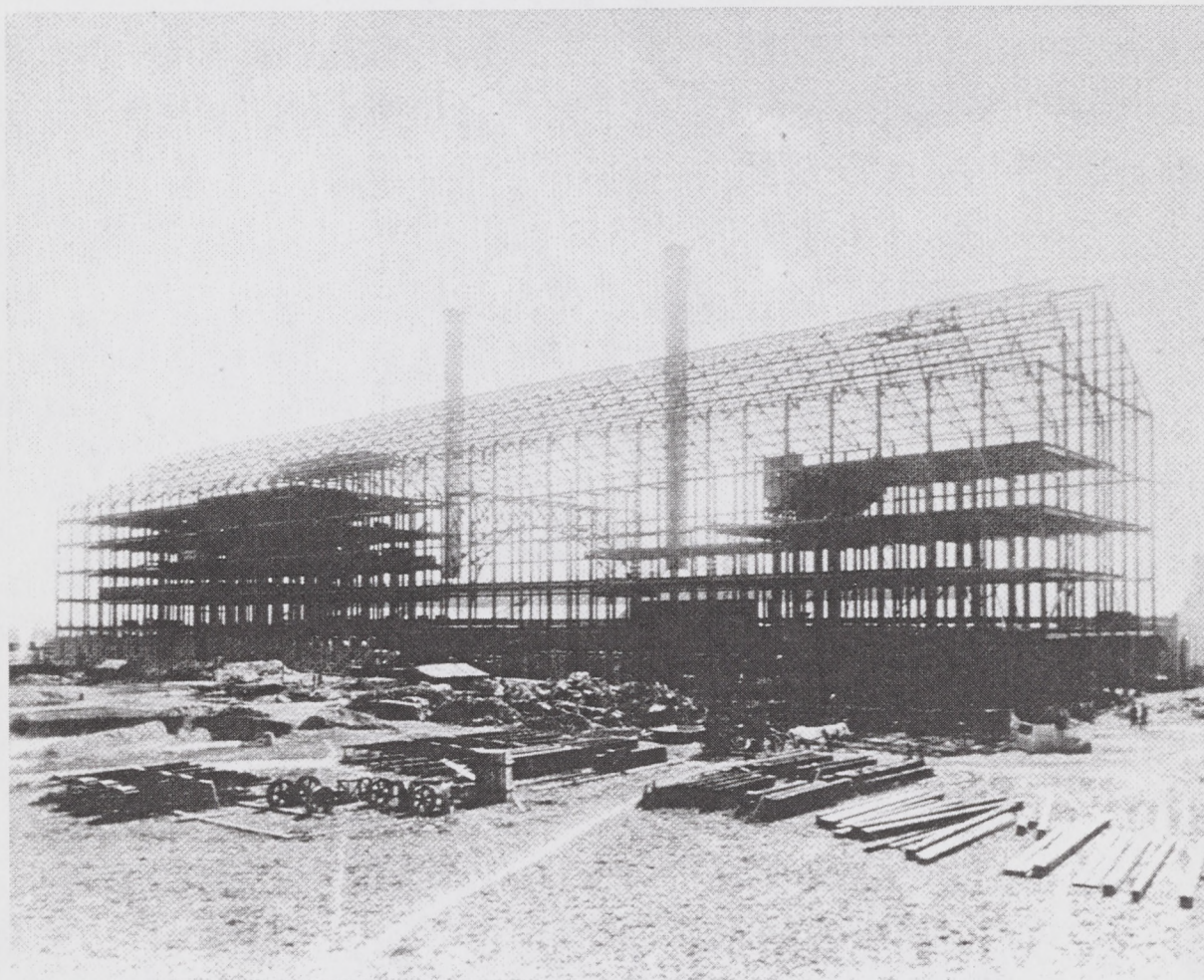


10. Construction crew in front of the Main Building (No. 1).

Photo c. 1897.

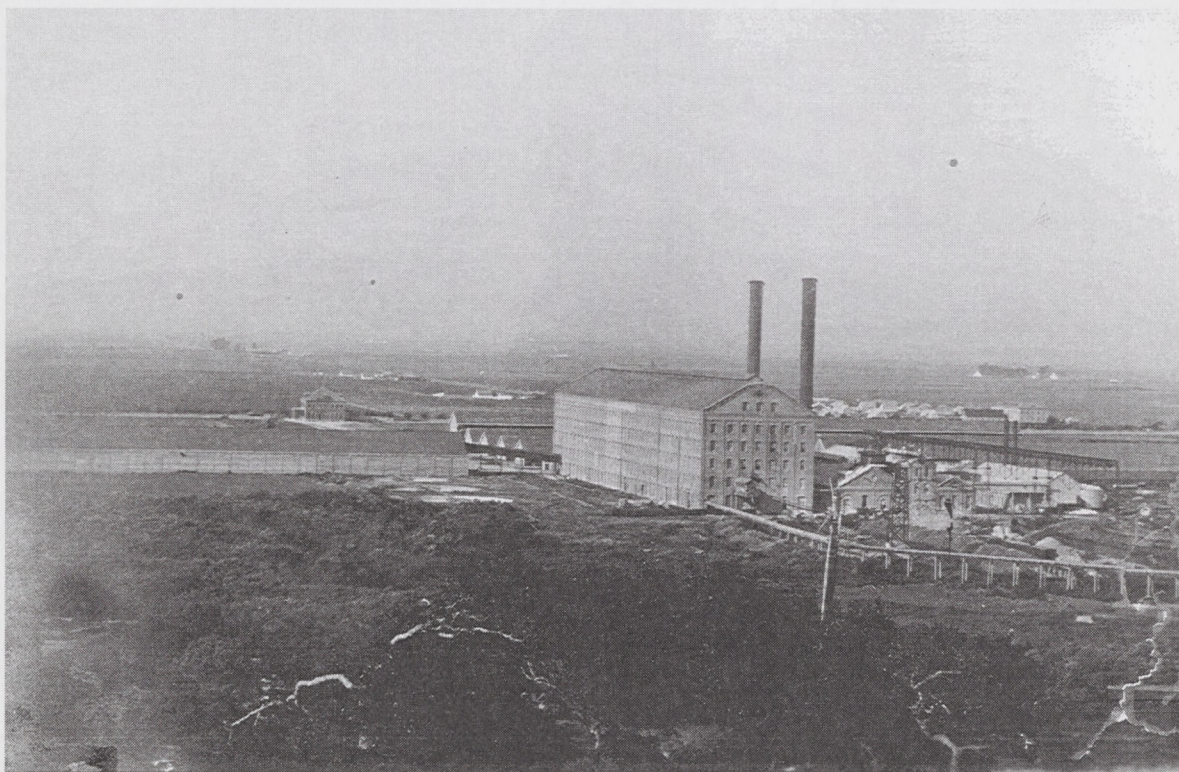
George Fields, superintendent of construction for Risdon Iron Works, is standing on the right.





11. Steel frame of the Main Building (No. 1) under construction.
Photo c. 1897.
View looking northwest.



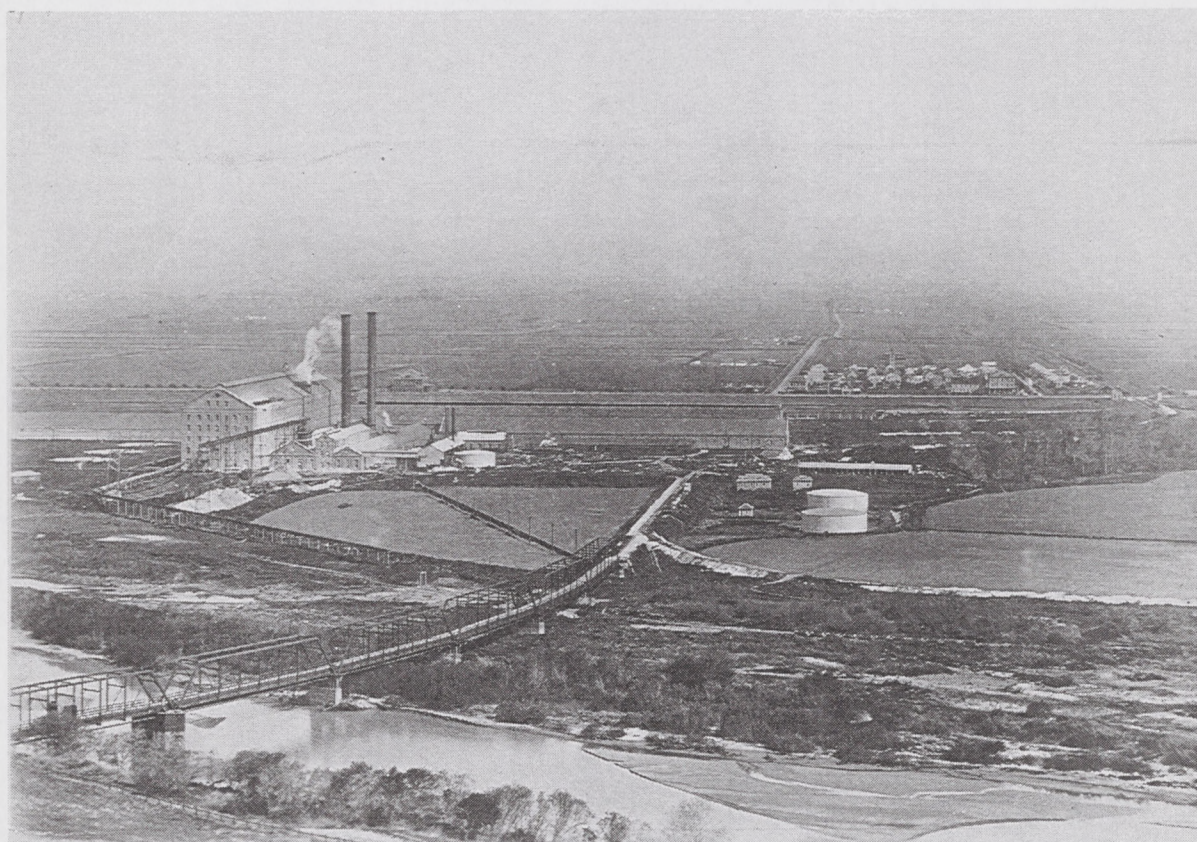


12. Factory No. 1 site, view looking northeast.

Photo c. 1908.

New buildings by 1908 included the Sugar Warehouse (No. 57) at left and the Rotary Kiln Building with the two smaller stacks at the right. A pulp flume extends south from the Main Building.

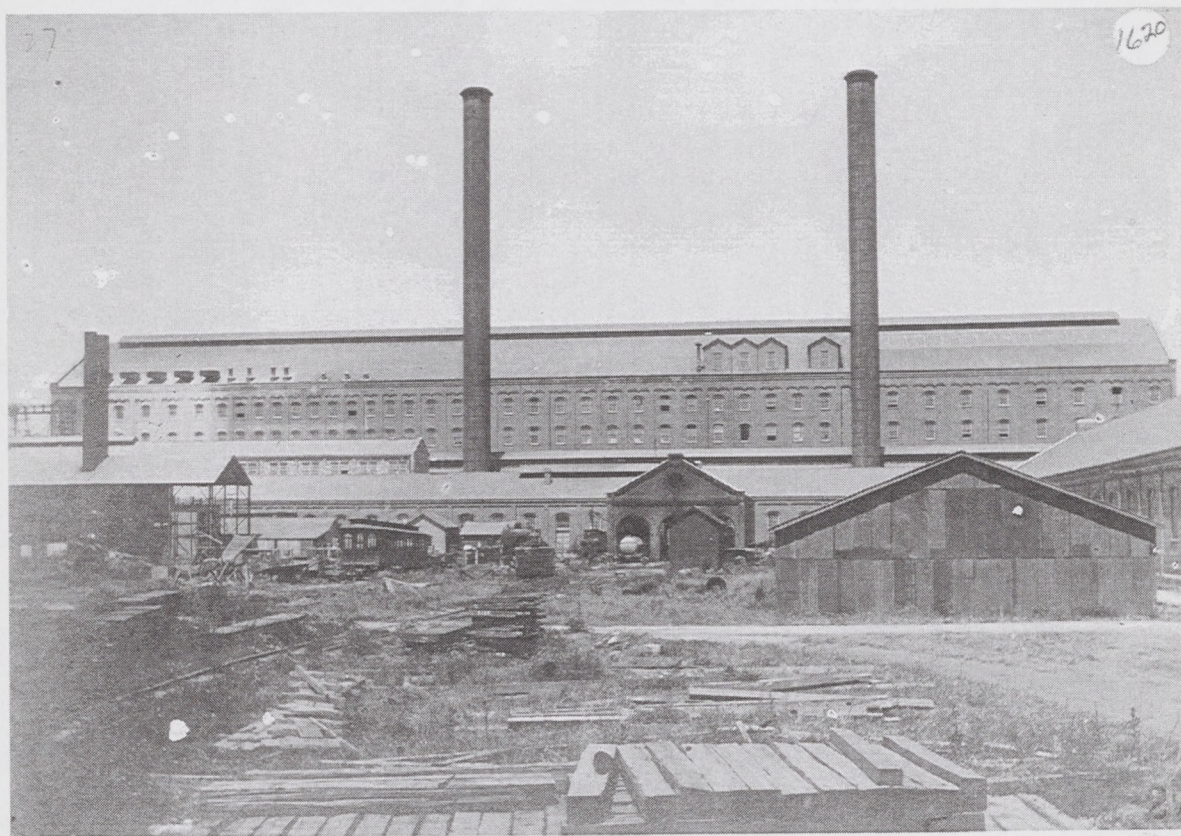




13. View of Factory No. 1 looking north.
Photo c. 1908.

In this view of Factory No. 1 the Town of Spreckels appears in the upper right. The Salinas River spanned by the Spreckels Bridge is in the foreground. The bridge was for the PVCRR.



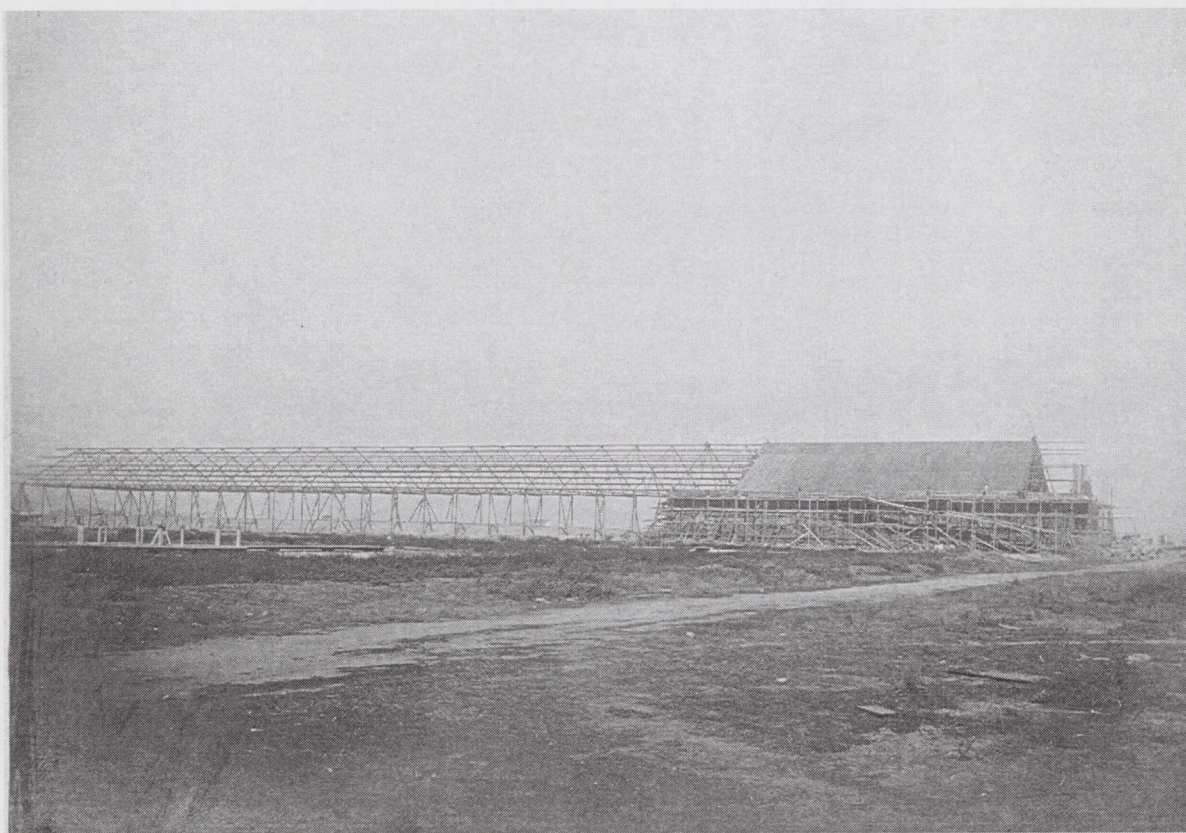


14. Factory No. 1 site, view looking west.

Photo c. 1910.

The Sugar Warehouse (No. 5) is at the extreme right. The Seeder Shed is to the right of the PVCRR Roundhouse at center. At the left edge is the open end of the Rotary Kiln Building.



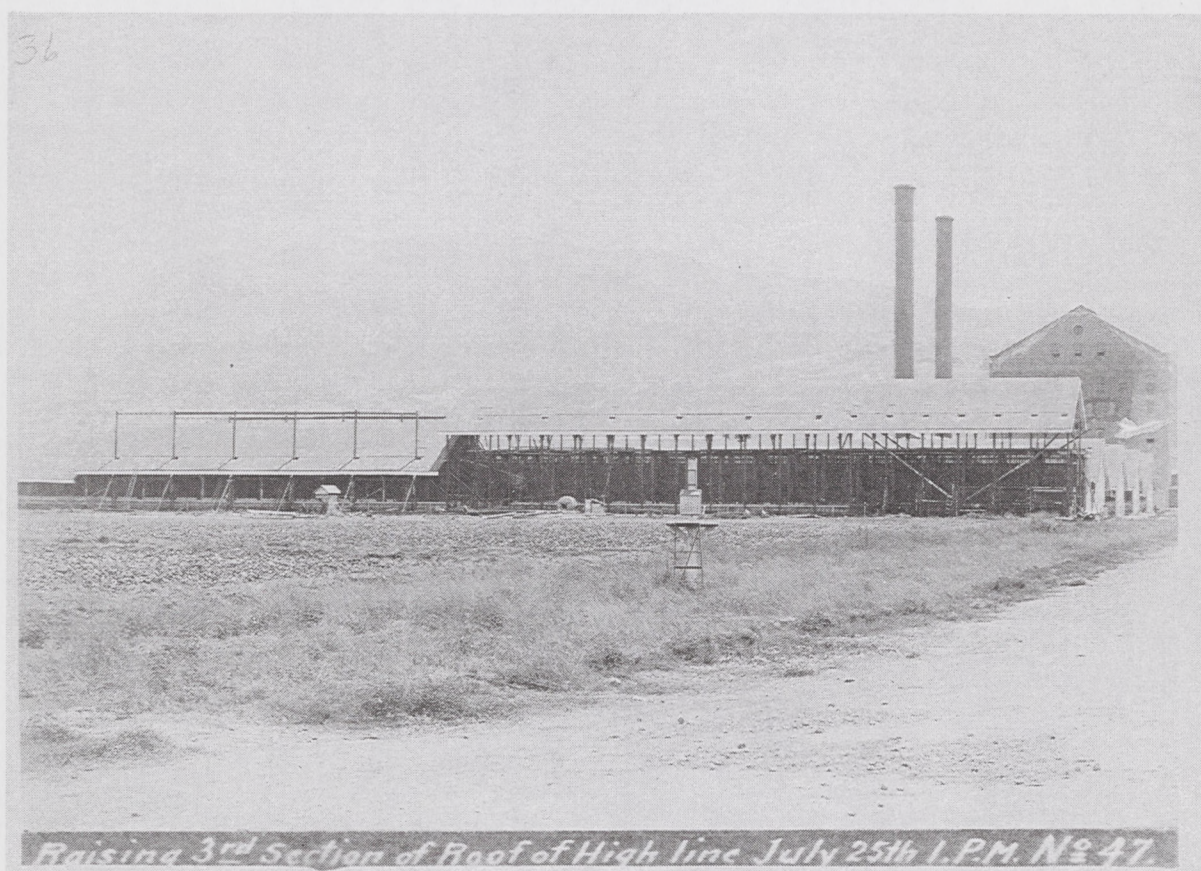


15. Sugar Warehouse (No. 57) under construction.

Photo Nov. 1906.

At right is the formwork for this poured-in-place concrete building.

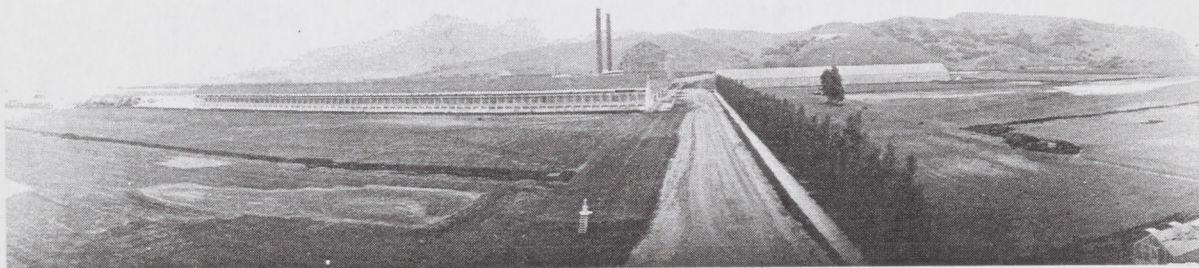




16. Broad Gauge High line at Factory No. 1.
Photo July 1907.

All beets were received at five sheds called the Beet Bins. Each 800' long structure could accommodate two parallel trainloads of beets that were dumped into flumes that led to the factory. This northernmost shed was rebuilt in 1907 to house a trestle and elevated dump.



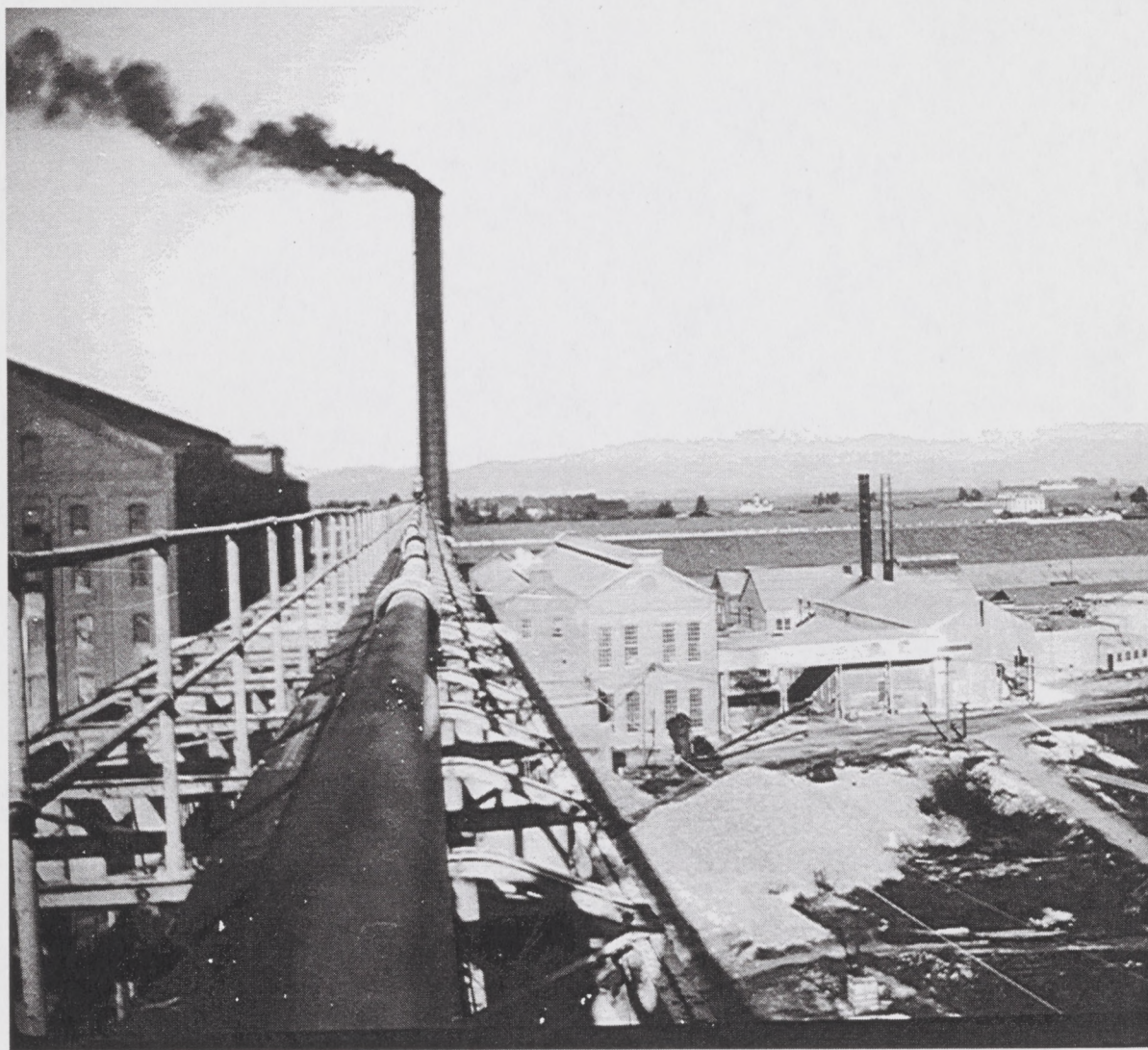


17. Factory No. 1 entry drive.

Photo c. 1908.

The drive into the factory was lined with eucalyptus trees and passed by the beet bins, including the high line beet bin in the foreground. This photo is taken from the Main Office and Scales building.





18. View from Lime Rock Hoist and Trestle.

Photo c. 1930.

This photograph shows the Steffen and Extraction Building, which includes the Extraction Plant and adjacent Addition, just to the right of the trestle as it was in 1921. The gable-roofed buildings beyond the rotary kiln stacks at the right are the Boiler Shop and the Roundhouse.



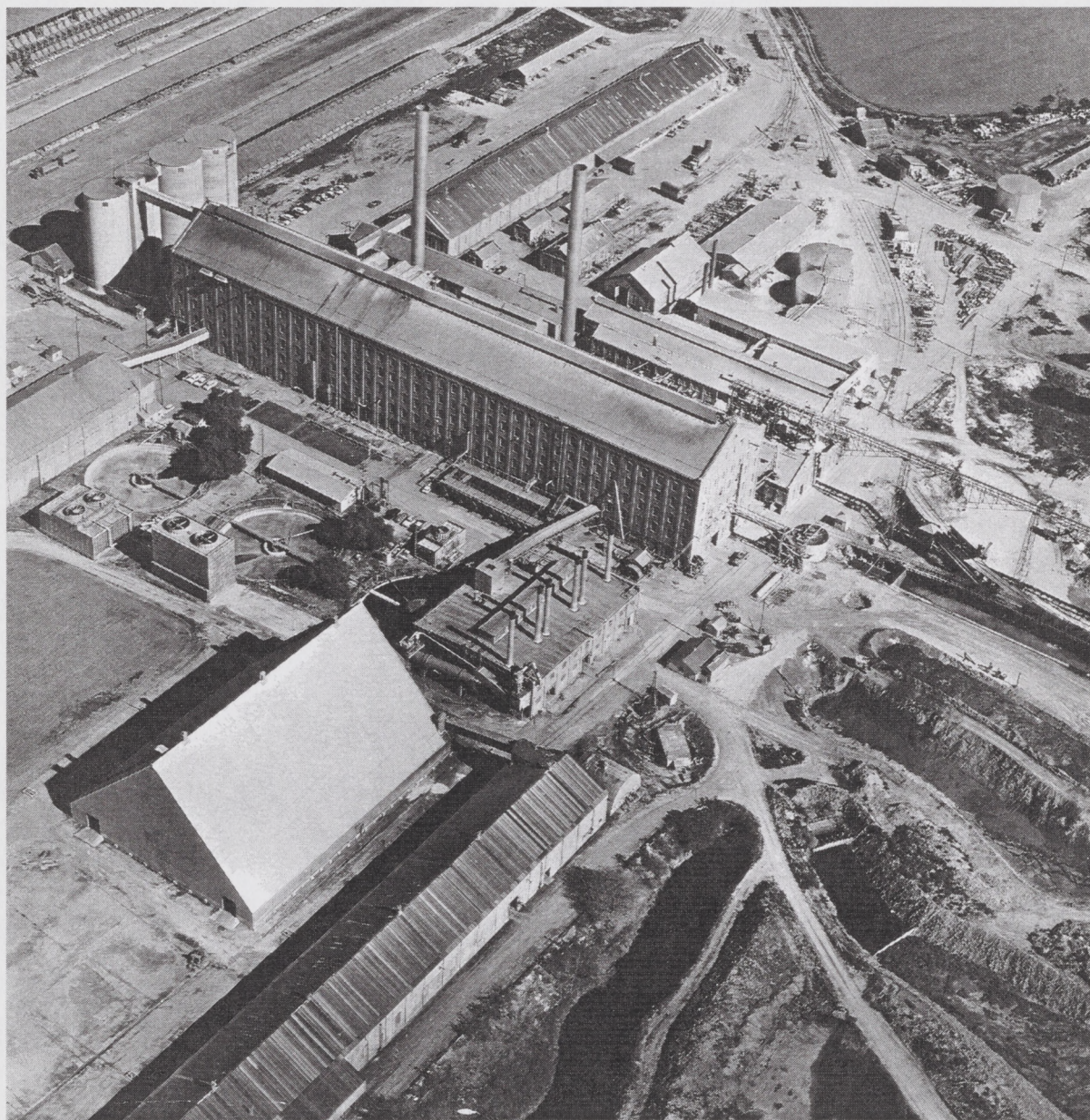


19. Pulp Silo No. 3 under construction west of Main Building.

Photo August 1909.

Claus Spreckels imported English steam tractors for use at Factory No. 1 and the ranches. The tractors were able to operate equipment, such as the scraper shown in the photo, through sets of chains or cables. Spreckels engineers designed much of the equipment used with the tractors.

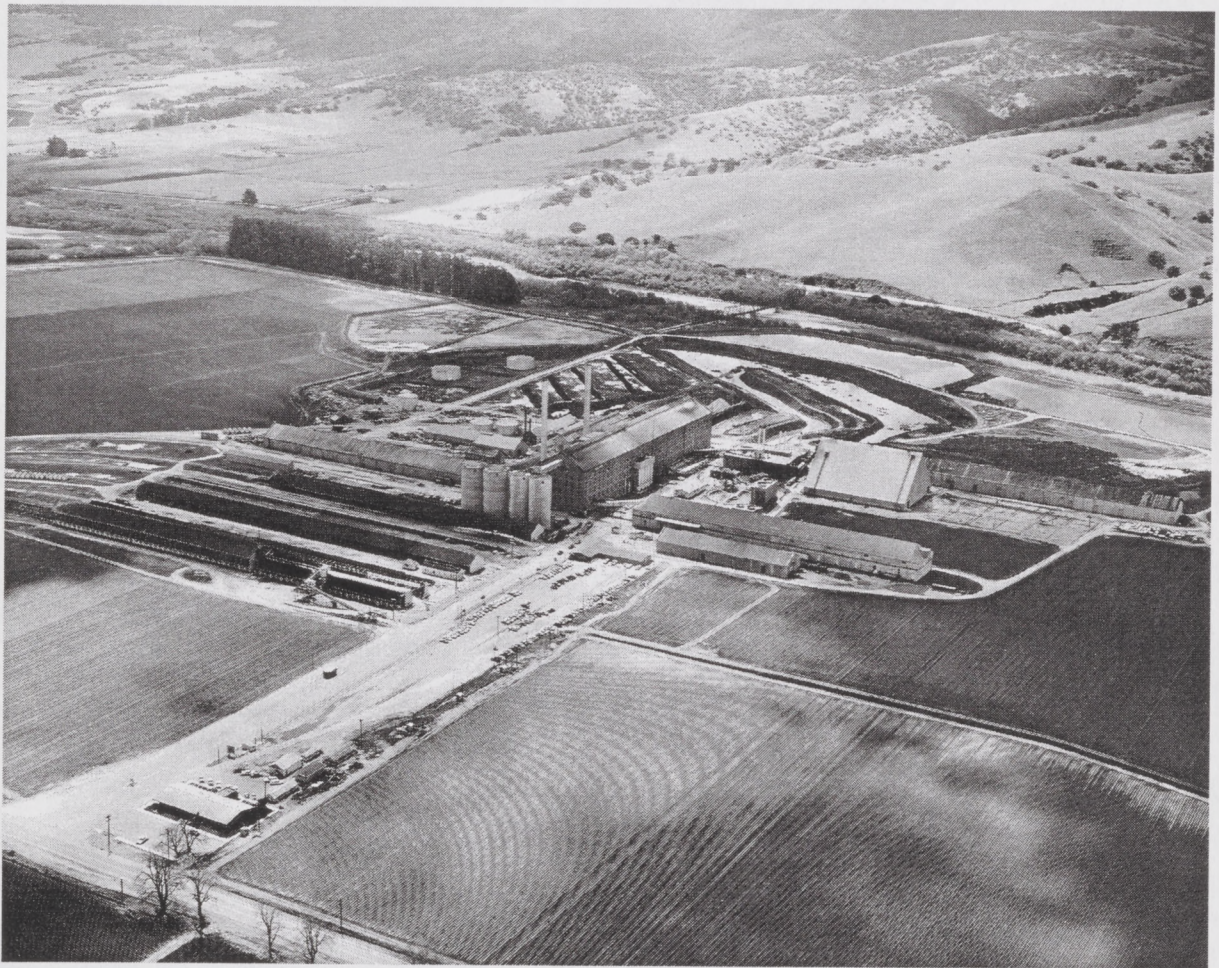




20. Aerial view of Factory No. 1.
Photo 1958.



SPRECKELS SUGAR COMPANY
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Photograph No. 21



21. Aerial View of Factory No. 1.
Photo c. 1960.





22. Bulk sugar silos.

Photo 1993.

Sugar was shipped in bulk by truck to customers beginning in the early 1950s.



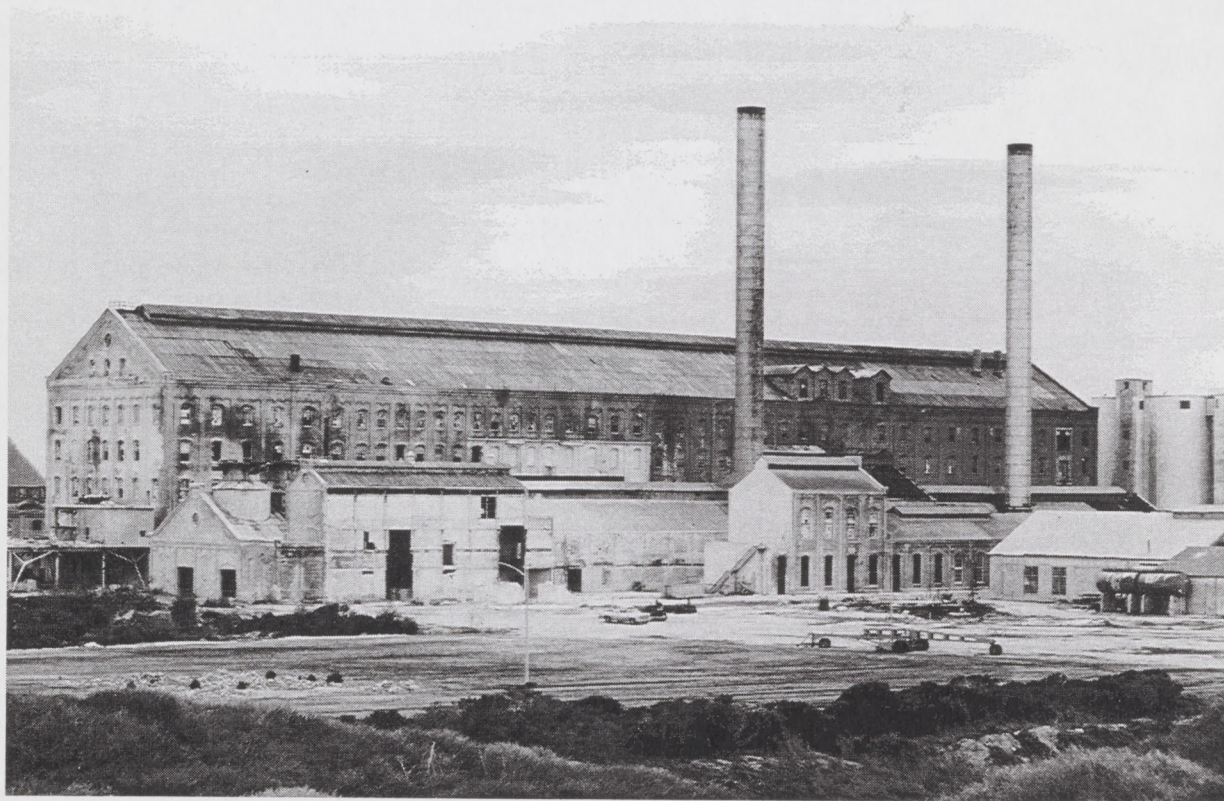


23. Packaging facility.

Photo 1993.

Packaging operations from several locations at the Factory No. 1 site as well as other factories of the Spreckels Sugar Company were consolidated in this building.

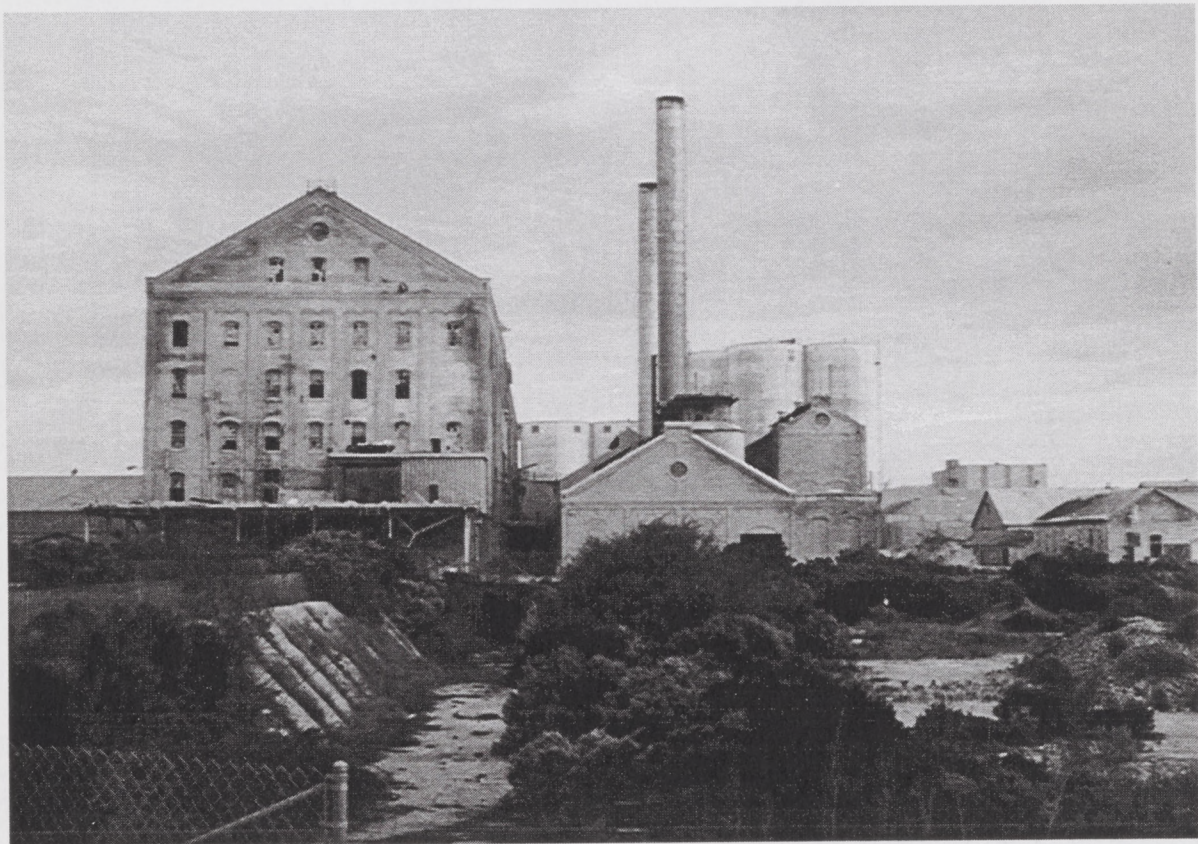




24. Factory No. 1 site looking northwest.
Photo 1992, Page & Turnbull.

This photo shows the factory and adjacent Boiler House and Lime Kiln building still intact. A section of the two-story Extraction Plant is standing in the foreground to the left of center; to the right is a two-story portion of the Steffen and Extraction Building Addition with the Shops and Storeroom Building beyond.



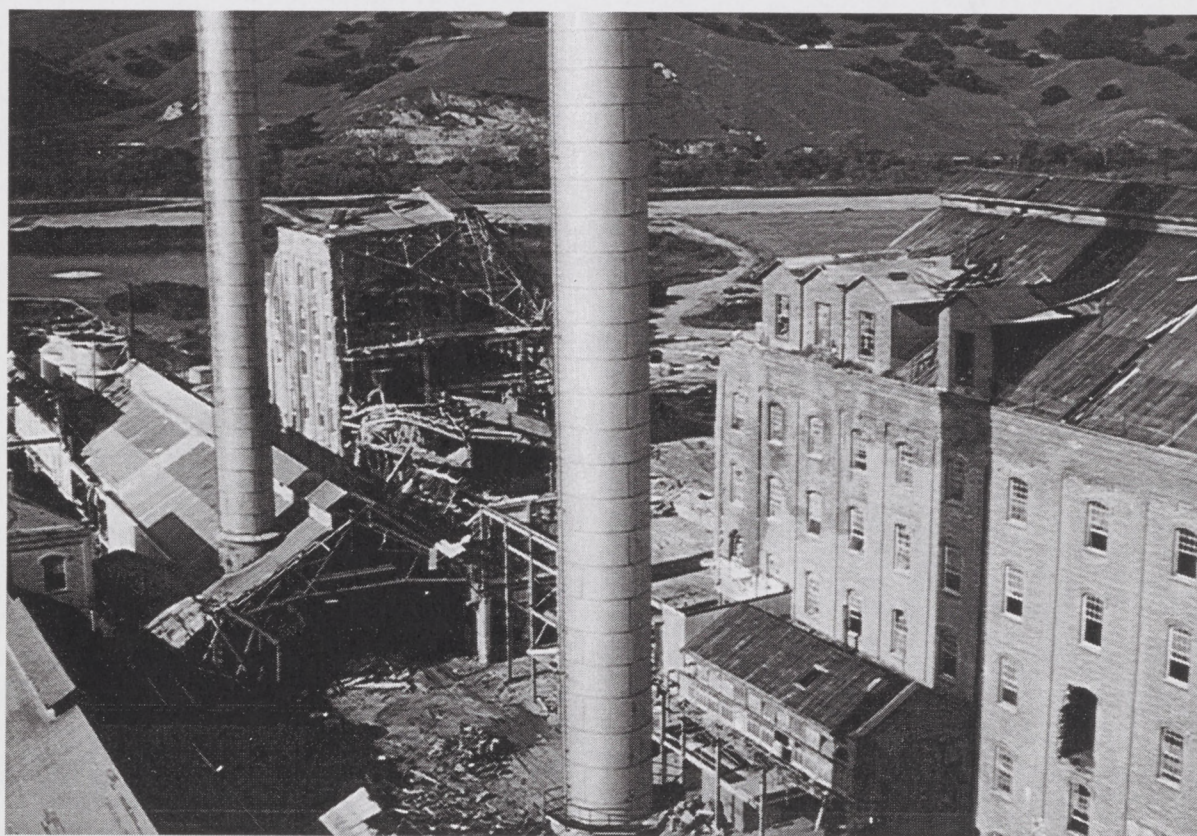


25. Factory No. 1 site looking north.

Photo 1993.

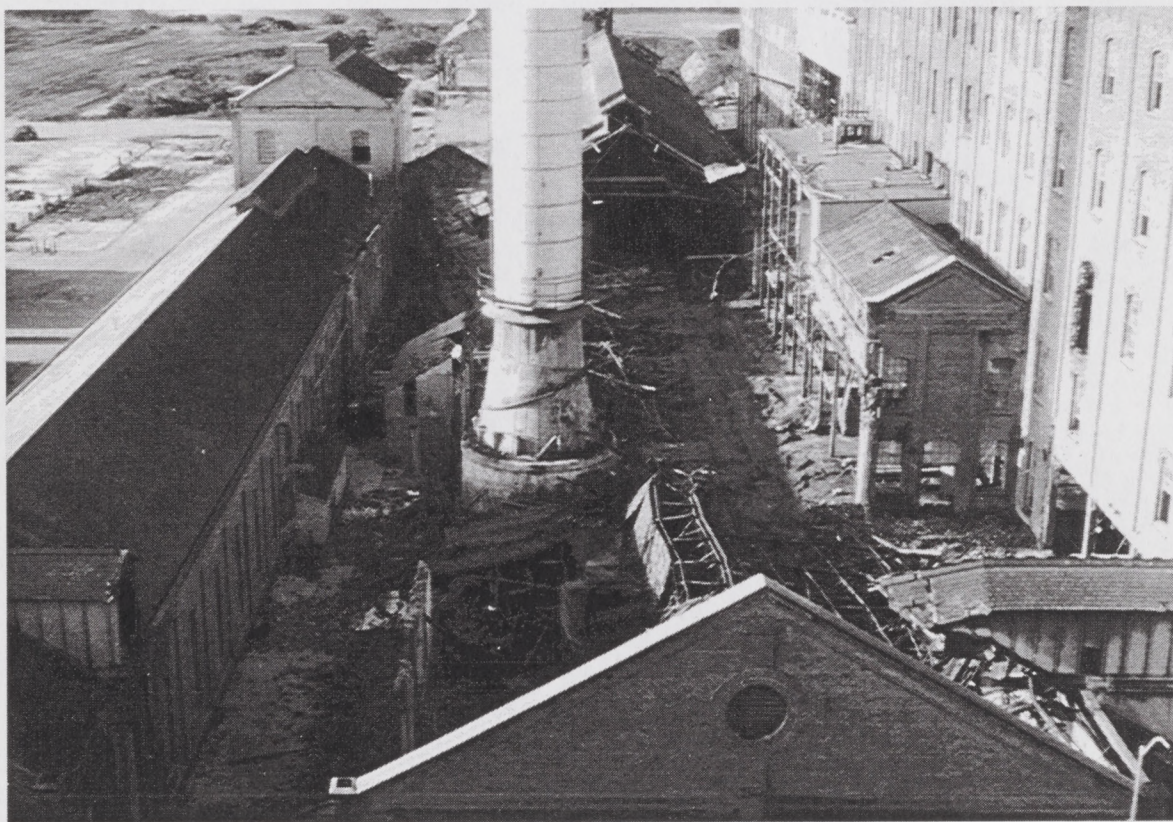
Left to right: Main Building (No. 1), Boiler House (No. 2) and Extraction Plant (portion of No. 4).





26. Demolition of Main Building (No. 1) and Boiler House (No. 2) looking south.
Photo 1993.





27. Demolition of Boiler House (No. 2) looking south.
Photo 1993.





28. Demolition of Main Building (No. 1) looking south toward "beet" end.
Photo 1993.





29. Demolition of Extraction Plant portion of Extraction and Steffen Building (No. 4).
Photo 1993.

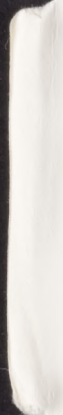


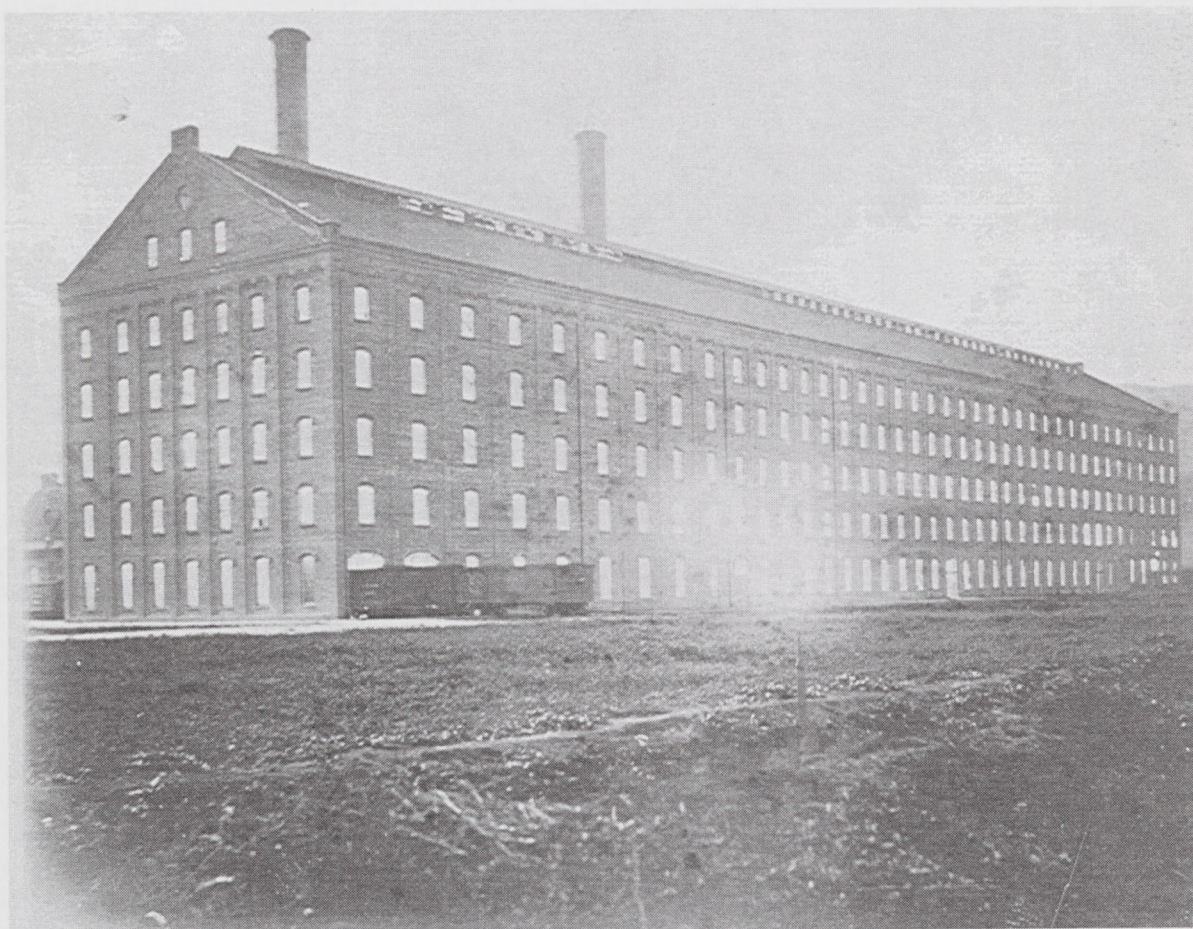




30. Demolition of Pulp Dryer Building (No. 118).
Photo 1993.







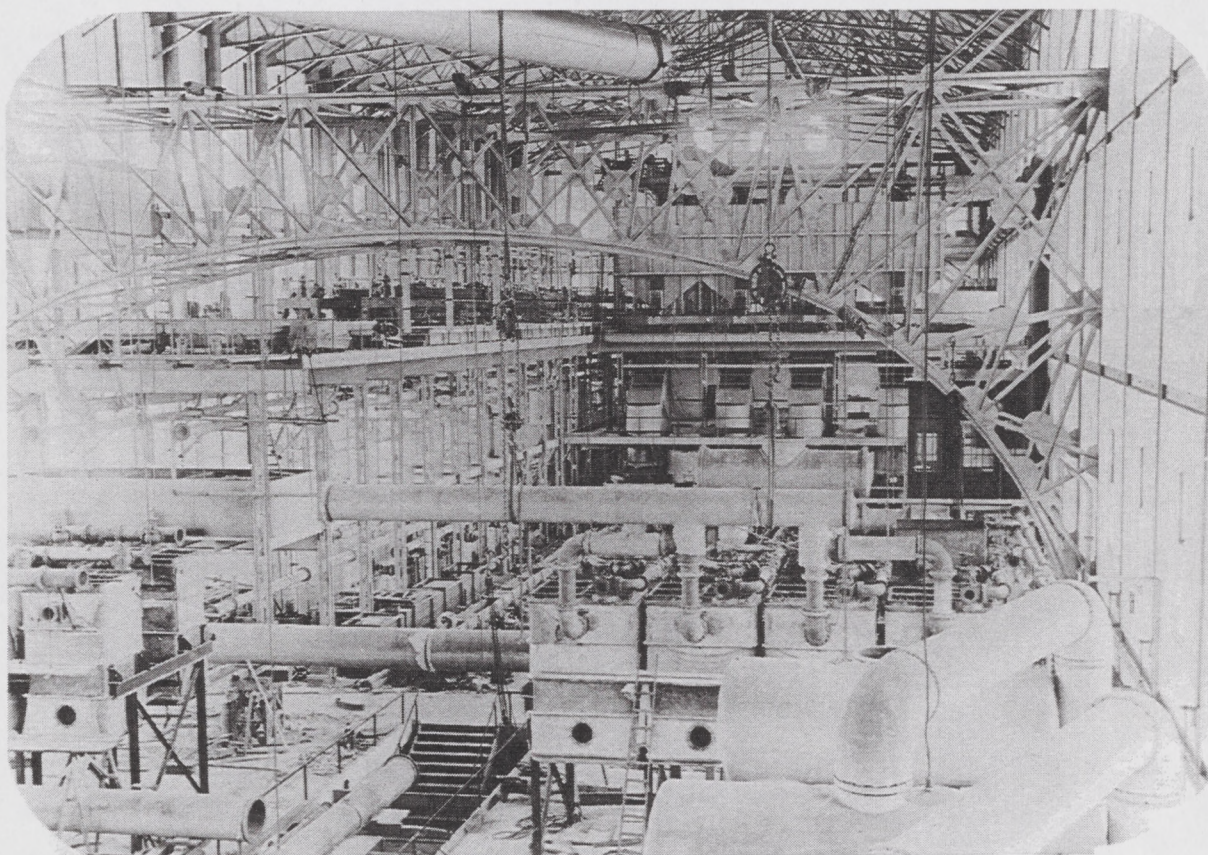
31. Main Building (No. 1) exterior.
Photo c. 1900.
View looking southeast.





32. Main Building (No. 1) exterior.
Photo 1927.
View looking southeast along drive from the Main Office.



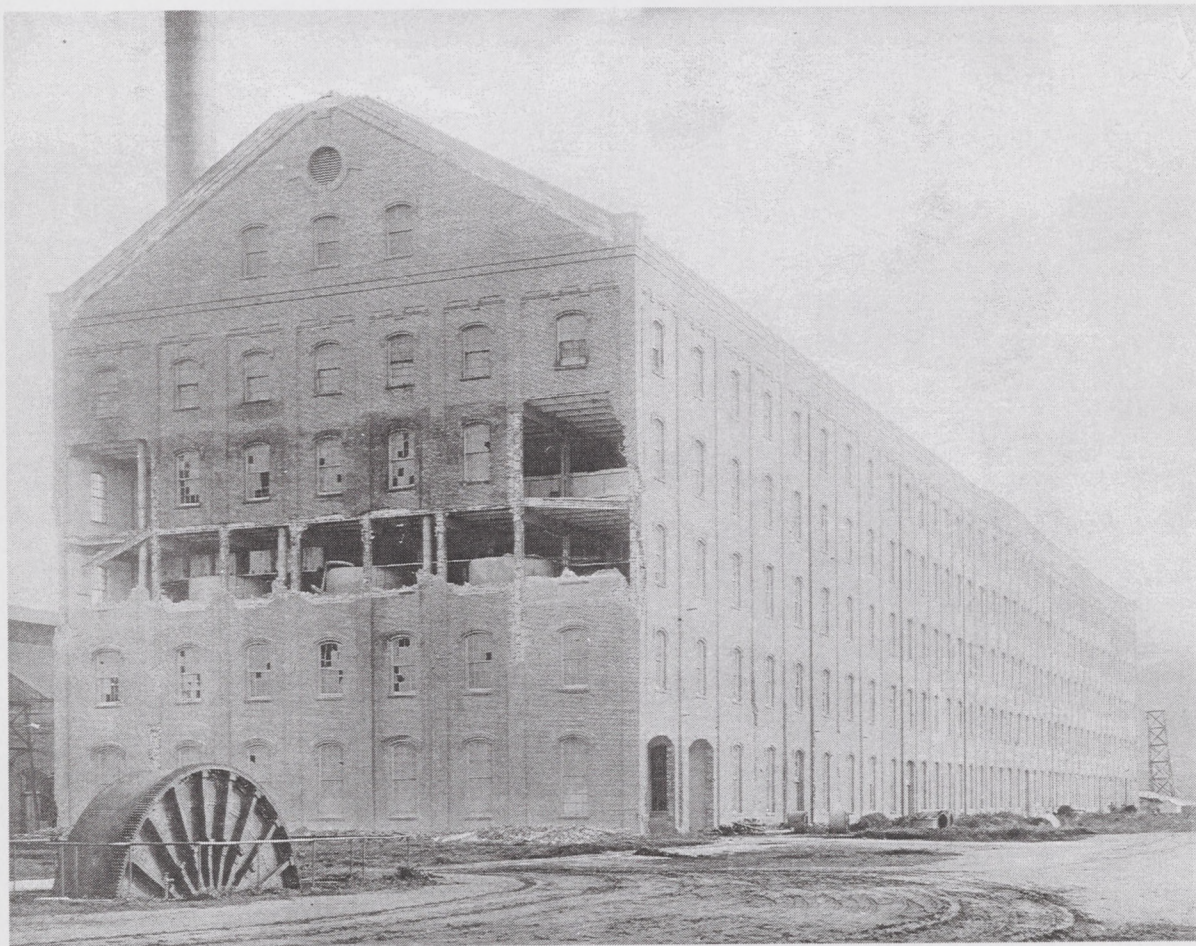


33. Main Building (No. 1) interior.

Photo c. 1898.

This photo is taken from the north or "sugar" end of the factory toward the "beet" end.

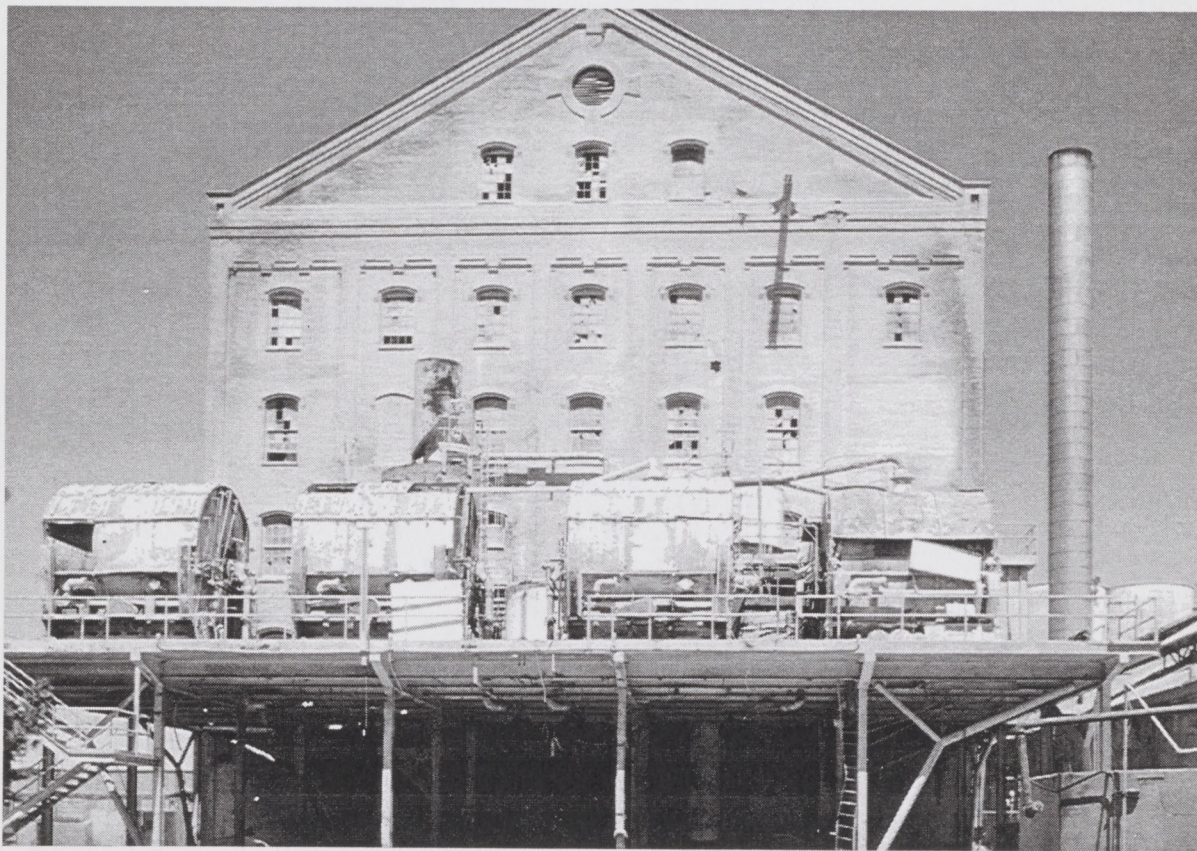




34. Earthquake damage to north and west facades of the Main Building (No. 1).
Photo 1906.

The brickwork and frame are bulging outward at the center of the west wall. The north wall lost brick at the third and fourth floors.



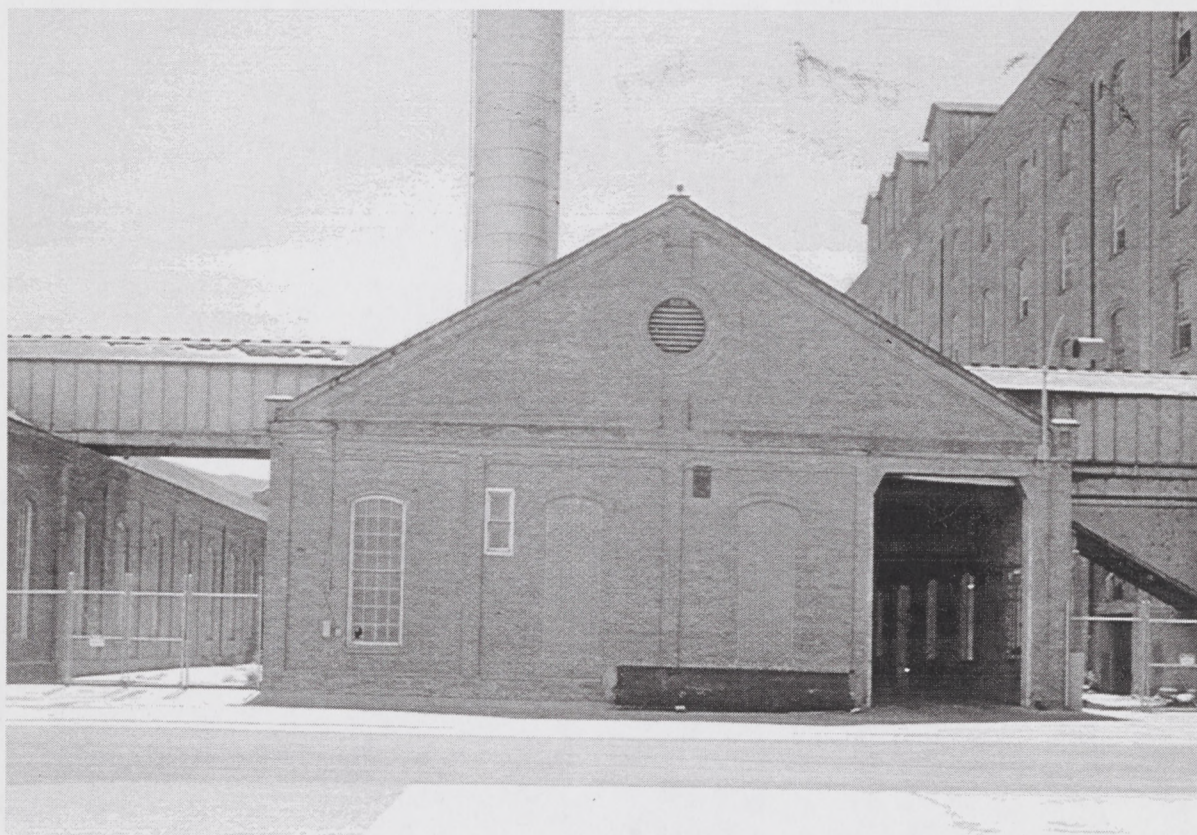


35. New Steffen Addition.

Photo 1990, Page & Turnbull.

The new Steffen plant was moved to this location outside the "beet" end of the Main Building in the 1960s.





36. North facade of Boiler House (No. 2).
Photo 1992, Page & Turnbull.





37. Shops and Storeroom Building (No. 3) and Extraction and Steffen Building (No. 4).
Photo 1990, Page & Turnbull.
The Shops and Storeroom Building is in the rear; in the foreground is the remaining four-bay portion of the Extraction and Steffen Building Addition.



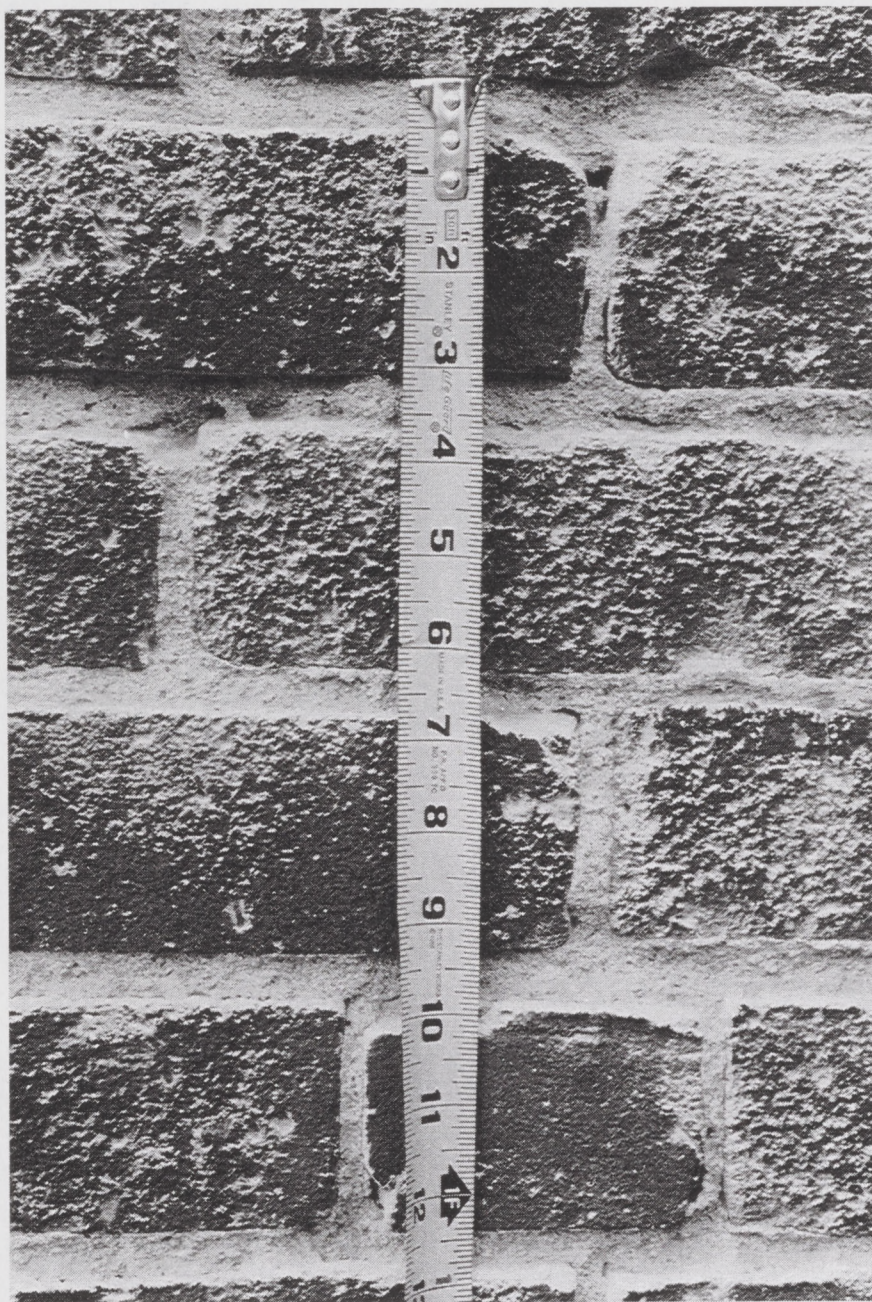


38. Window, Shops and Storeroom Building (No. 3).

Photo 1993, Page & Turnbull.

The window details are similar for all the main buildings built in 1897-99. Most windows were centered in bays between pilasters.





39. Brickwork, Shops and Storeroom Building (No. 3).

Photo 1993, Page & Turnbull.

The brickwork for most of the early factory buildings was noted on drawings to be "similar to the main factory building." Most of these brick walls were 17" thick (4 wythes).





40. Left to right: Lime Kiln Room at end of Boiler House, Extraction Plant, and Steffen Filter Press Room.

Photo 1906.

This photo was taken to show damage from the earthquake in 1906, but it also provides a good close-up view of the original facades of these buildings before subsequent alterations and additions.





41. Extraction Plant.

Photo 1906.

The Extraction Plant (portion of No. 4) was built between the Boiler House (left) and the Shops and Storoom Building (right). This photo shows the north end of the structure after the 1906 earthquake and before the foundry was added.



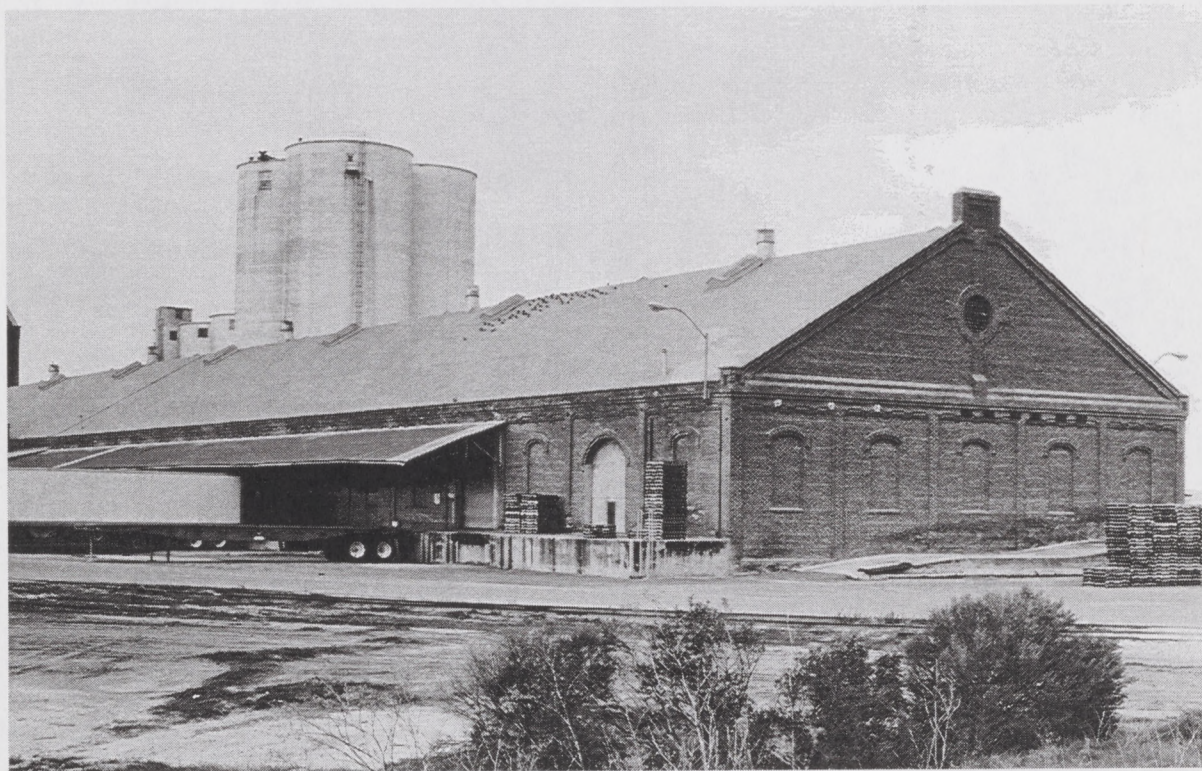


42. Boiler House and Extraction Plant.

Photo 1993, Page & Turnbull.

Left to right: Lime Kiln Room at end of Boiler House and remaining seven-bay portion of the Extraction Plant. The one-story South Addition to the Extraction Plant is at the center.





43. Sugar Warehouse (No. 5), view looking west.

Photo 1992, Page & Turnbull.

This view shows the east end facade and the loading dock for trucks along the south side.



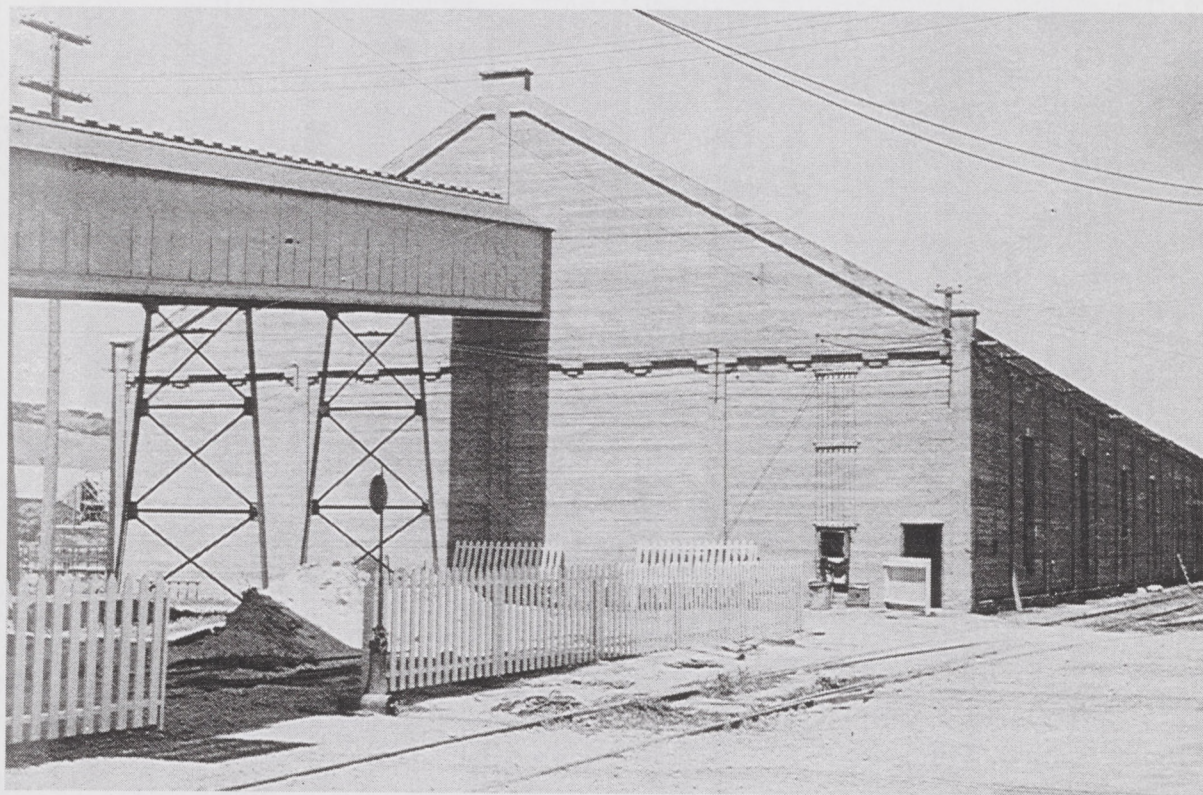


44. Sugar Warehouse (No. 5) and north facade of Shops and Storeroom Building (No. 3), view looking southeast.

Photo 1993.

Doors along the north facade of the warehouse were for loading sugar onto adjacent rail cars.



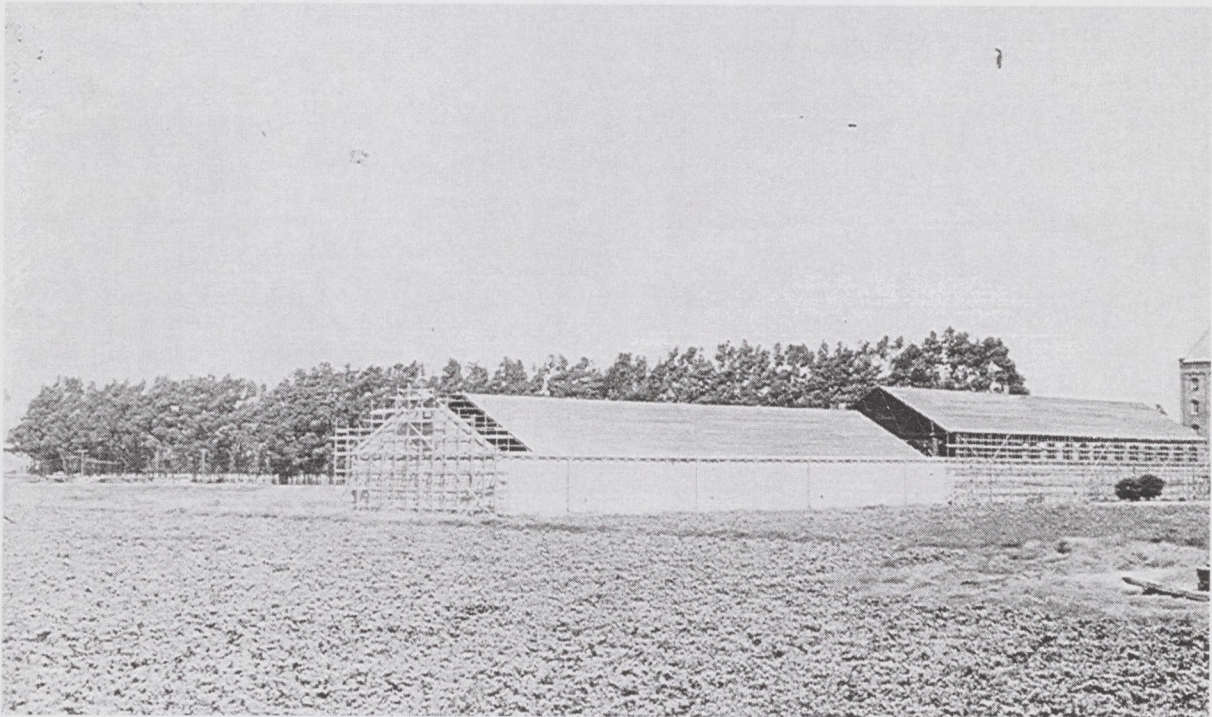


45. East end of Sugar Warehouse (No. 57).

Photo c. 1930.

This view shows the original building before it was enlarged.



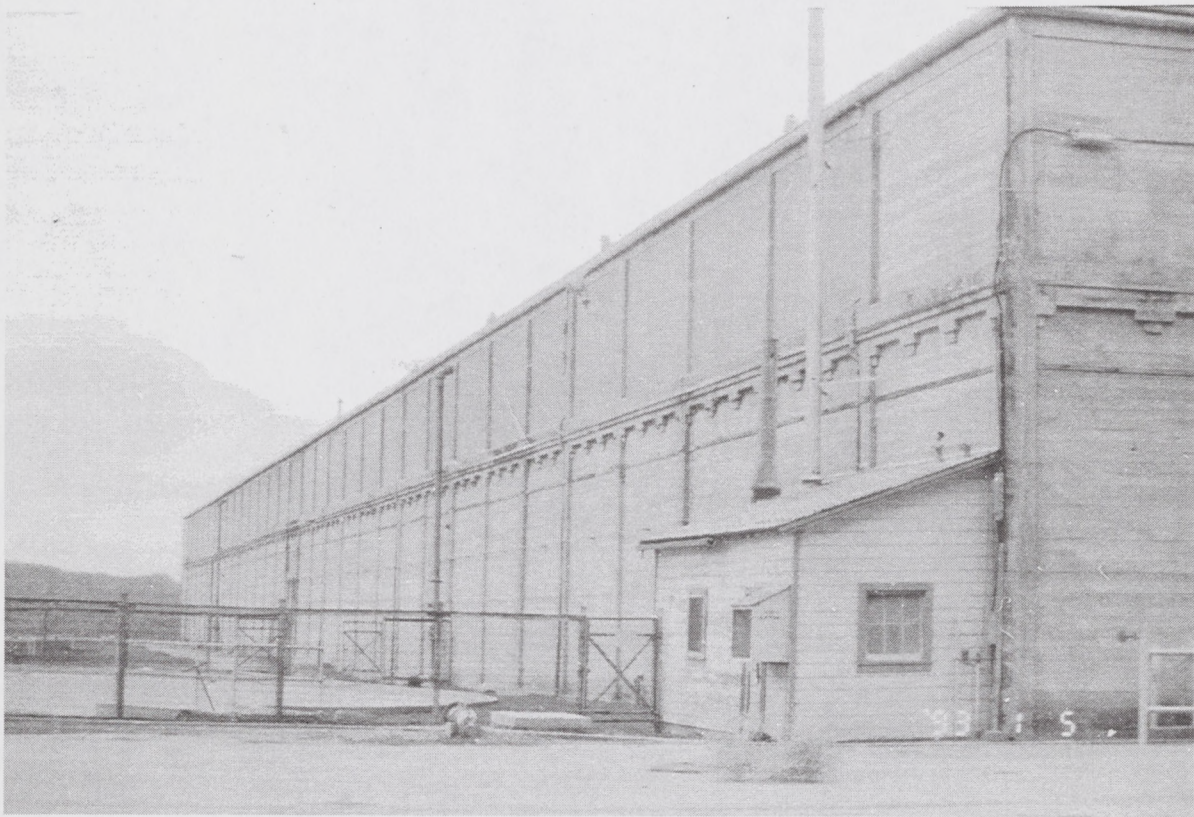


46. Enlarging Sugar Warehouse (No. 57).

Photo 1934.

The roof of the warehouse was raised and the side and end walls were extended upward when it was enlarged in 1934.





47. Sugar Warehouse (No. 57).
Photo 1993, Page & Turnbull.
View looking west along south facade.

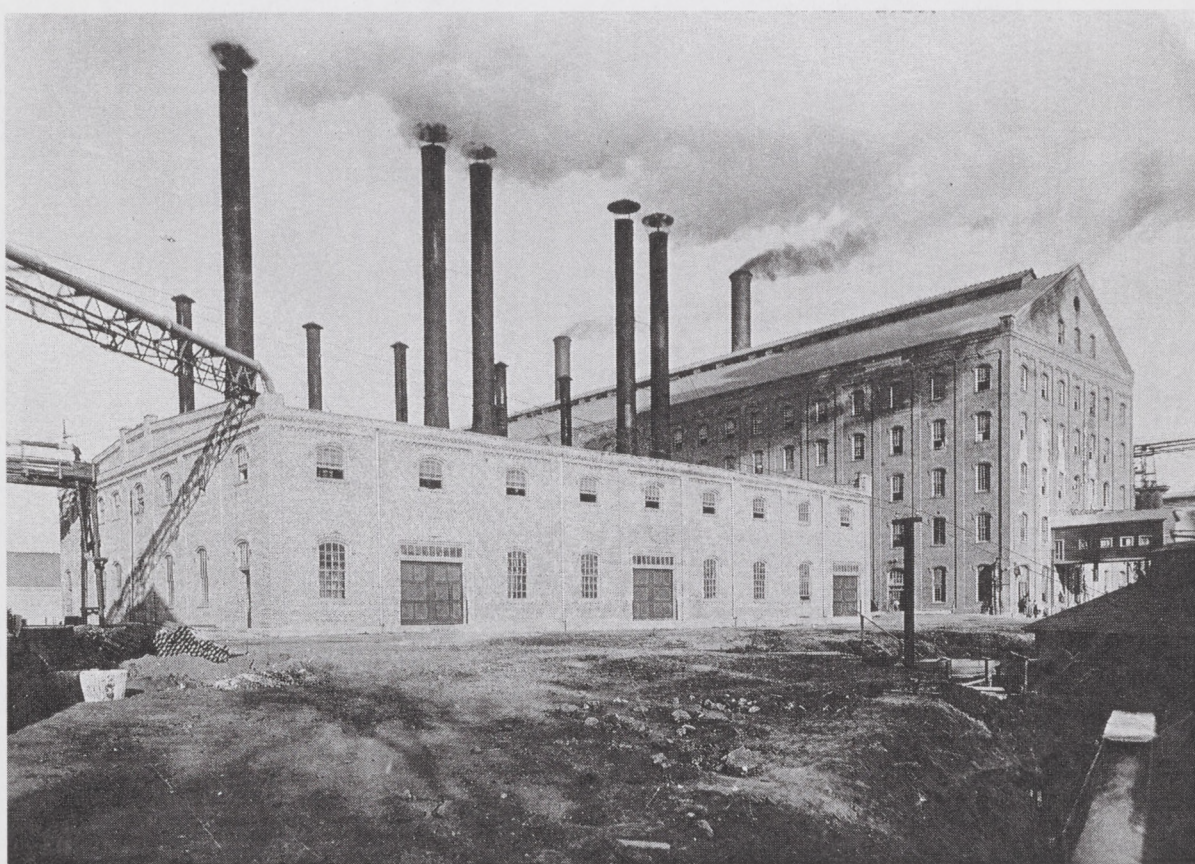




48. Sugar Warehouse (No. 57), view from the Main Building looking west.
Photo 1993.

East and north facades of warehouse. Doors with a sheltering canopy along the north side allowed for loading packaged sugar onto adjacent rail cars.





49. Pulp Dryer Building (No. 118).

Photo c. 1916.

The Pulp Dryer Building was constructed in 1916 to house the wet-pulp dryers. Beet pulp was an excellent cattle feed but was difficult to store and transport when wet. When dry it was easily sacked and transported to cattle yards.





50. Pulp Dryer Building (No. 118).

Photo c. 1916.

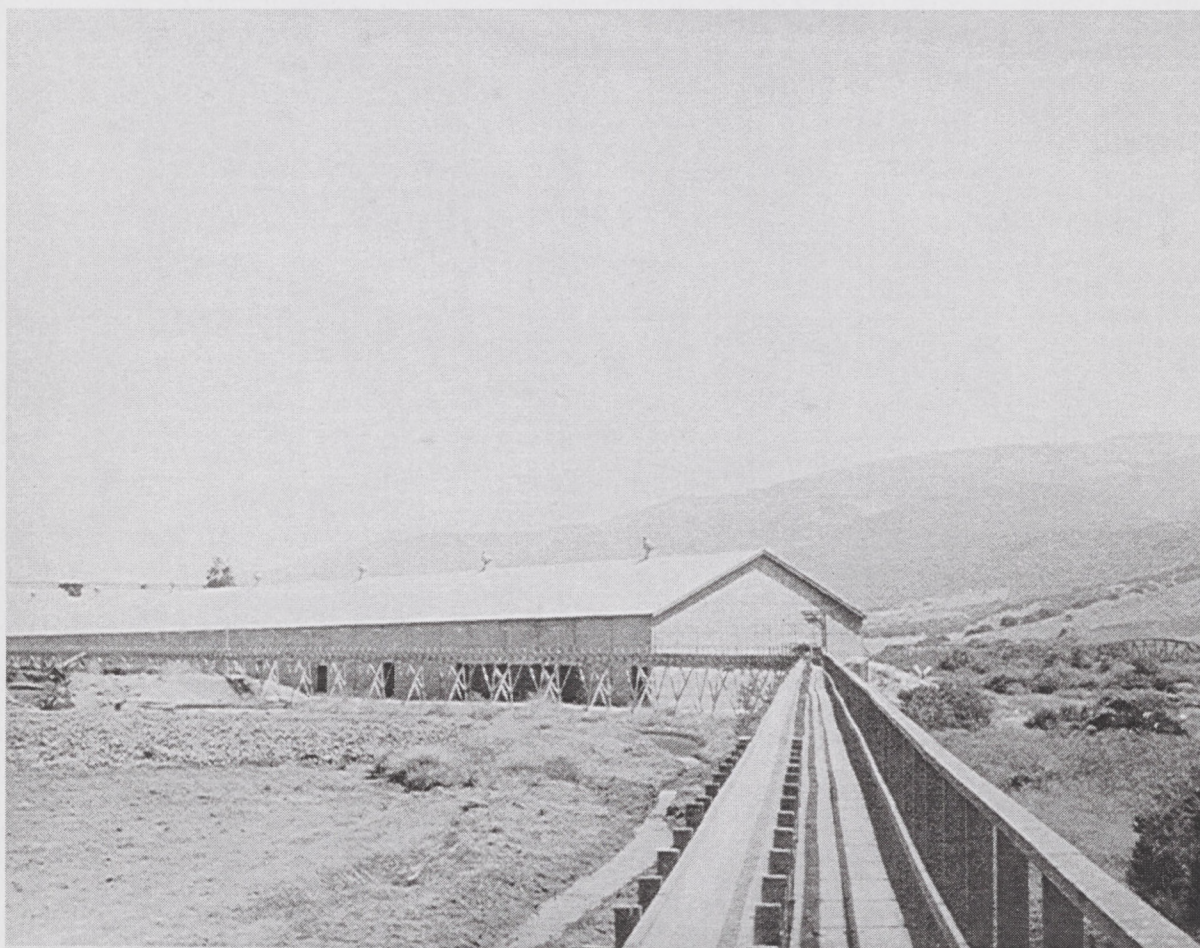
View of south facade of Pulp Dryer Building looking west. The Pulp Warehouse (No. 117) is to the left.





51. Pulp Dryer Building (No. 118).
Photo 1989, Charles Pierson.
View of south facade of building before salvage work began.





52. Pulp Warehouse (No. 117), view looking southeast.

Photo c. 1920s.

The Pulp Warehouse was built for sacking and storing the dried beet pulp used as cattle feed.



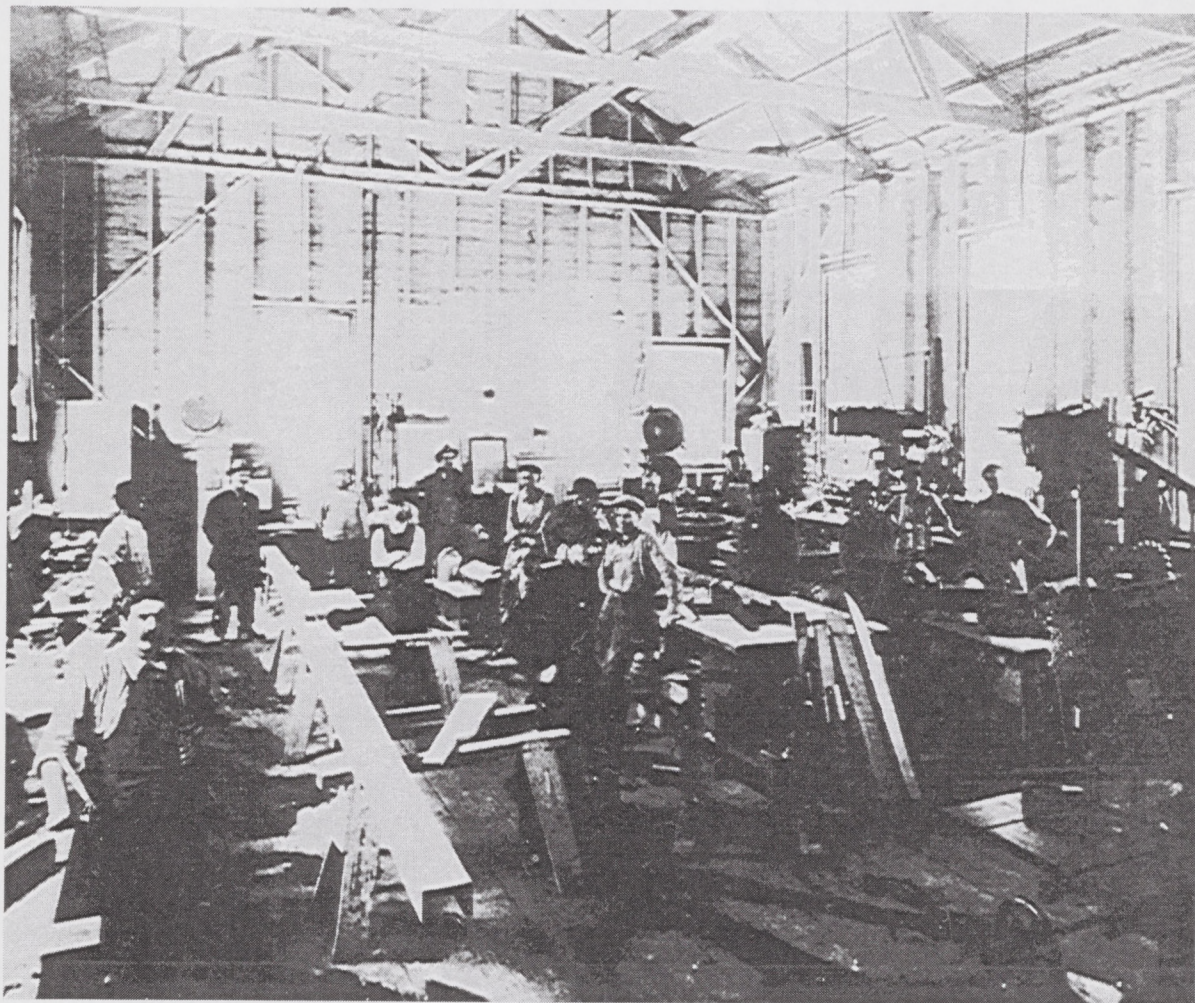


53. Carpenter Shop (No. 9), view looking northeast.

Photo 1990, Page & Turnbull.

Built in 1905, this wood-frame building once housed the carpenter shop.





54. Interior of Carpenter Shop (No. 9).

Photo c. 1915.

This view shows the wall and roof consruction, equipment and the carpentry crew.





55. Pipe Shop (No. 11), view looking northeast.

Photo 1990, Page & Turnbull.

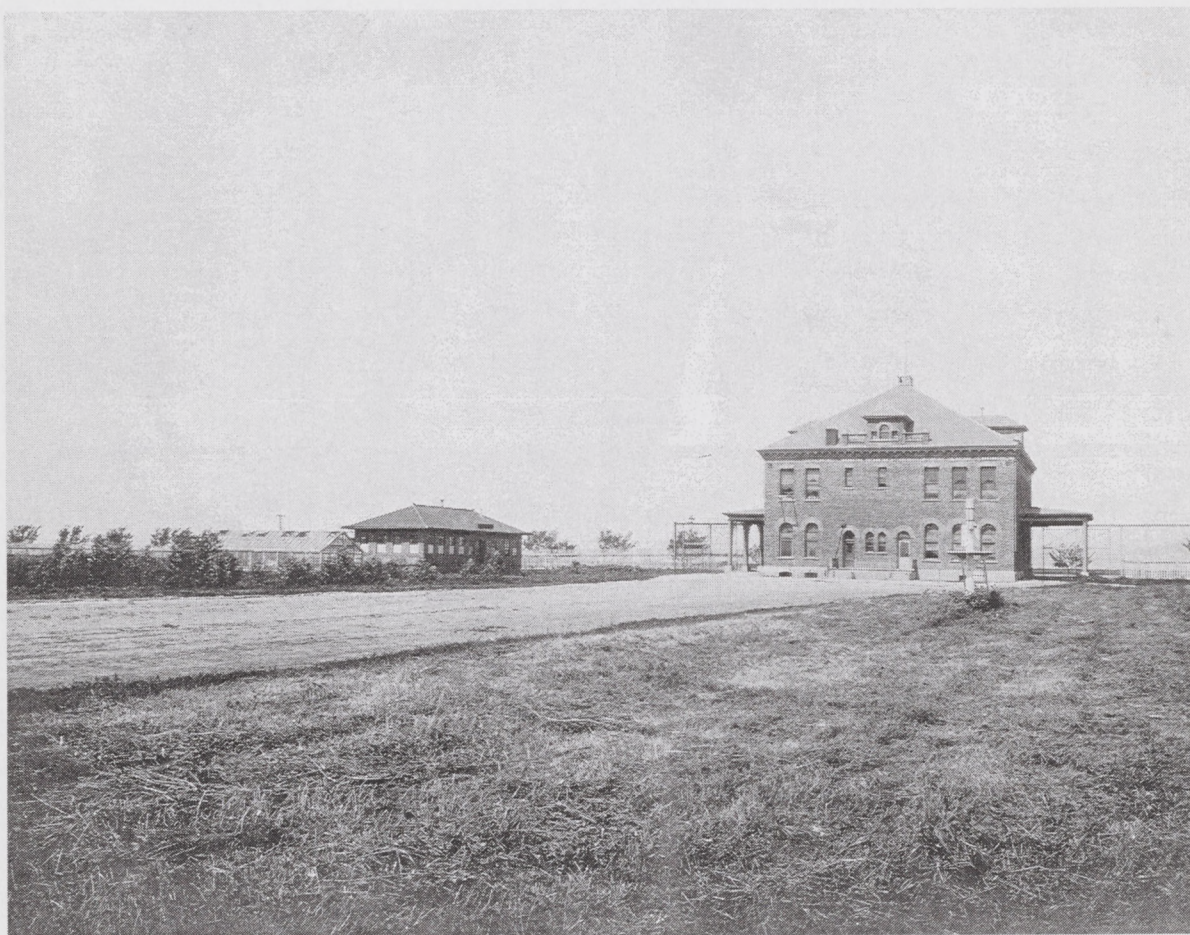
Built in 1898-99, this wood-frame building once housed the pipe shop for the factory.





56. Interior of Pipe Shop (No. 11).
Photo 1992.
View prior to demolition showing wall and roof construction.





57. Main Office and Scales (No. 38).

Photo c. 1925

Rear view of Main Office and Scales building. The plant experiment station is to the left.



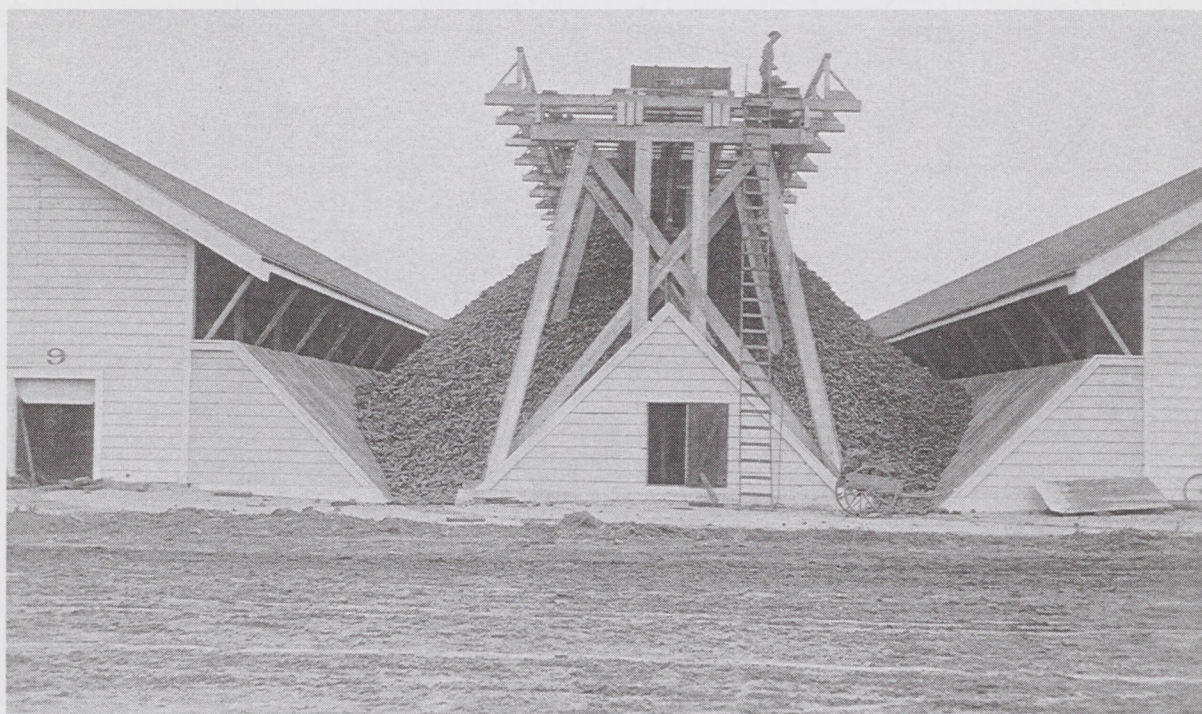


58. Beet Bins looking north.

Photo c. 1910.

In this view the first four bins appear as they were originally built. The last bin was reconstructed with a higher roof in 1907.



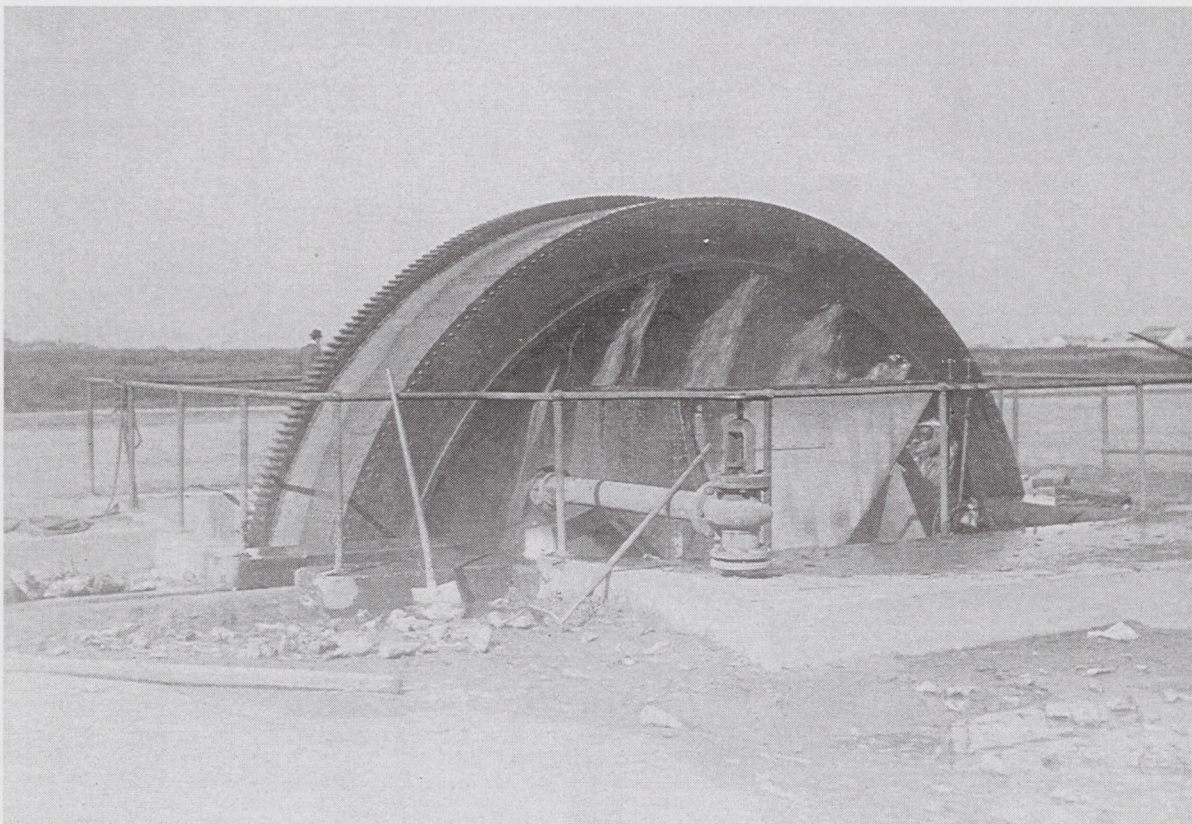


59. Narrow Gauge High Line.

Photo c. 1905.

The high line rose approximately 26' at this end; the rail cars dumped beets into the bins on either side.





60. Beet Wheel.

Photo c. 1898.

The wheel helped move beets along in the flume toward the "beet" end of the Main Building.

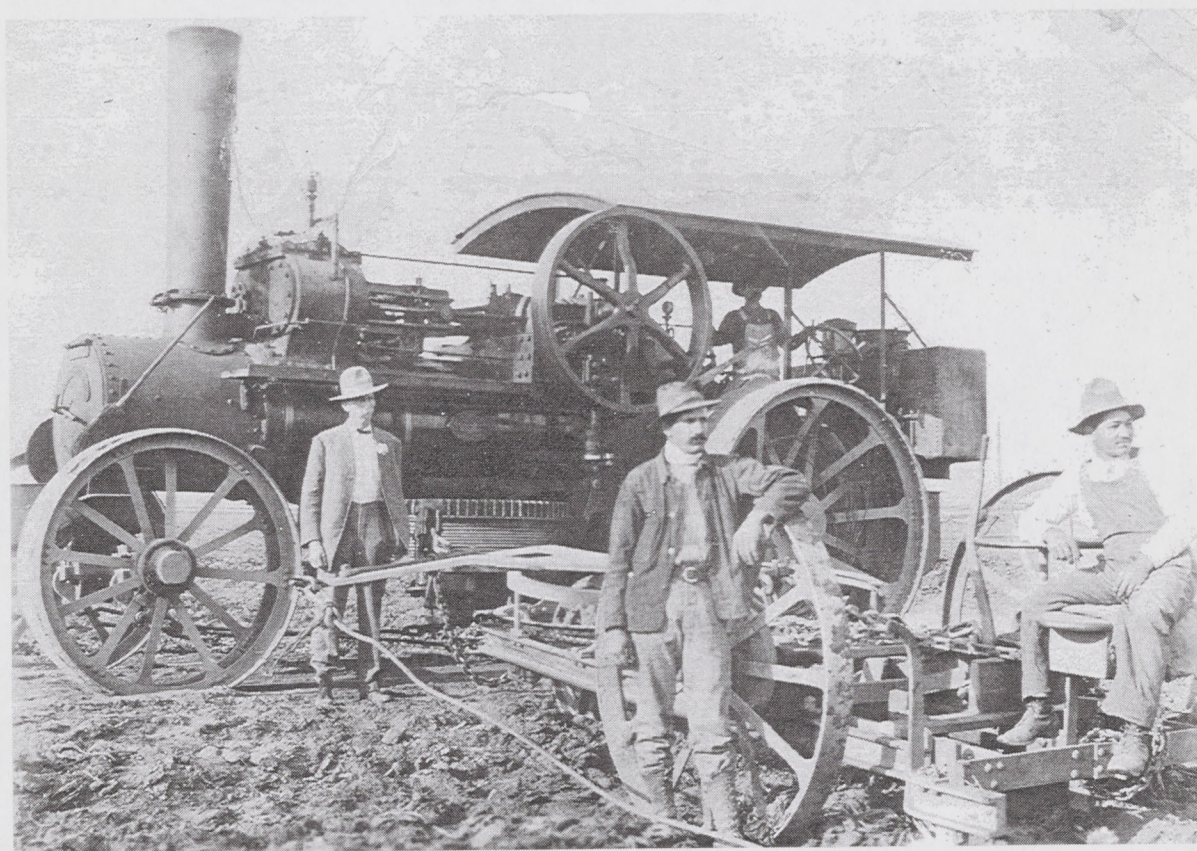






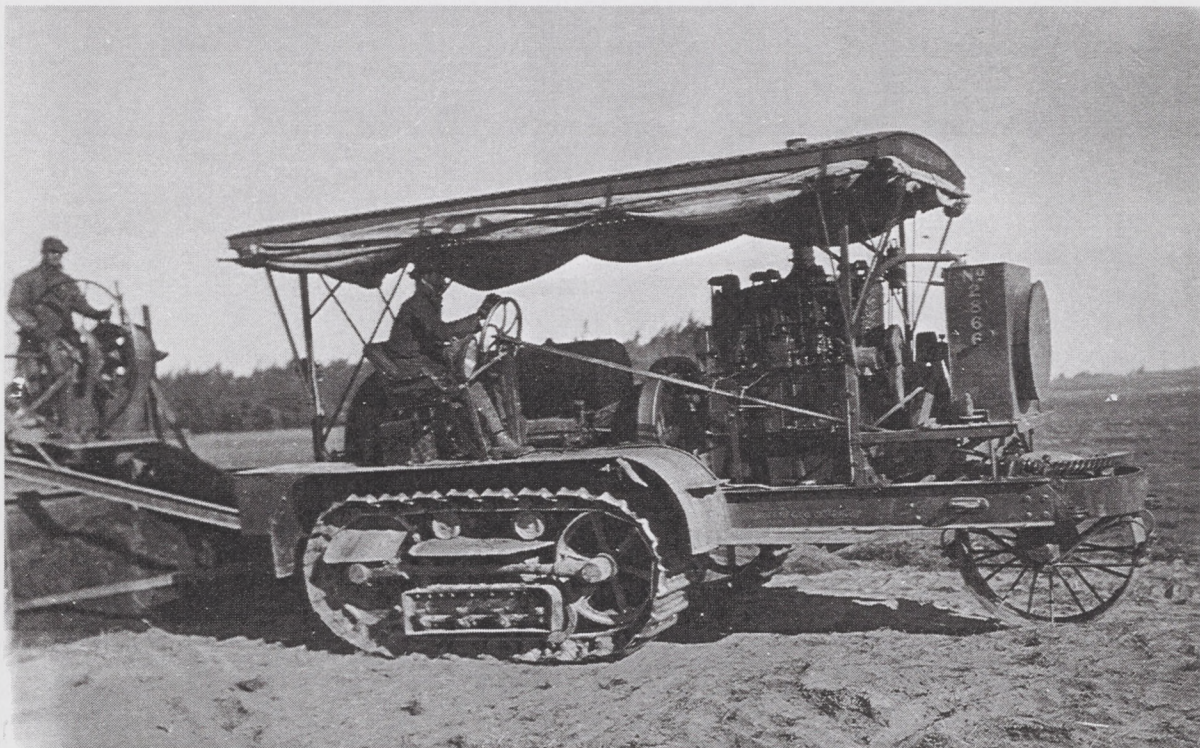
61. Mule-drawn plow.
Photo c. early 1900s.





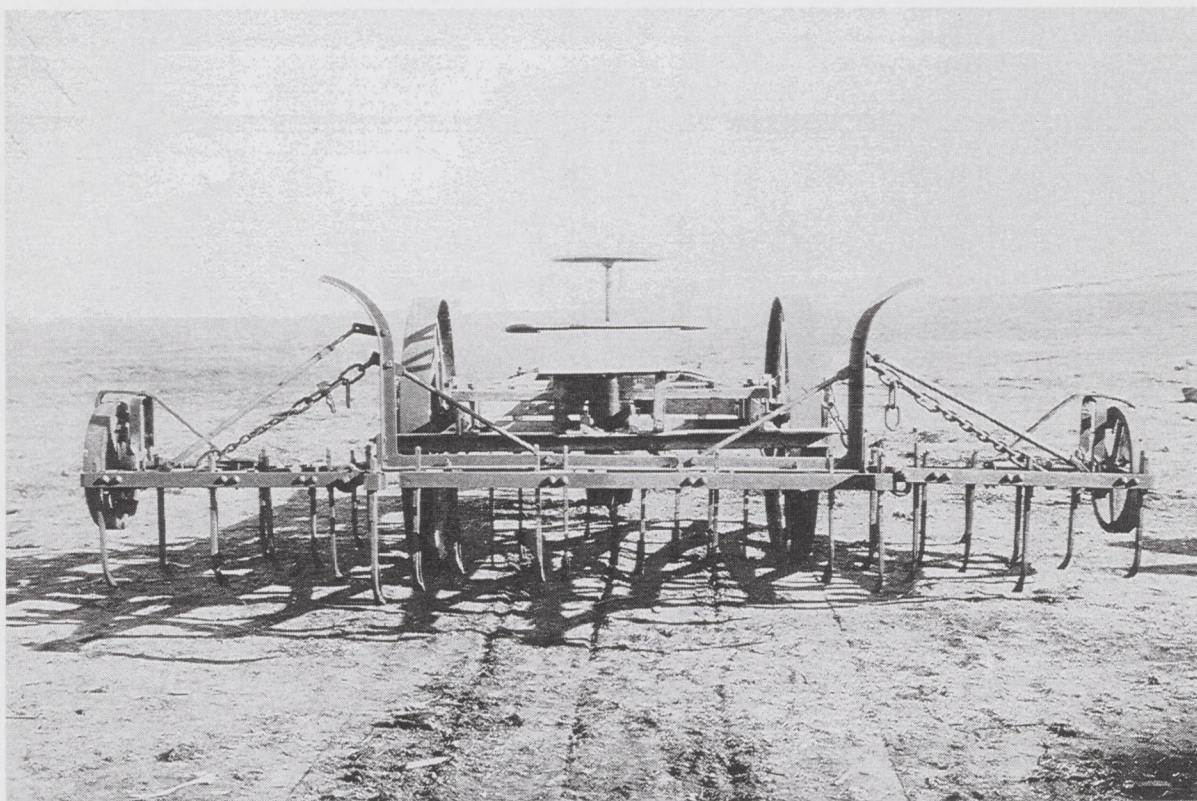
62. Steam tractor with plow.
Photo c. 1900.





63. Early gasoline-powered tractor.
Photo Jan. 1918.



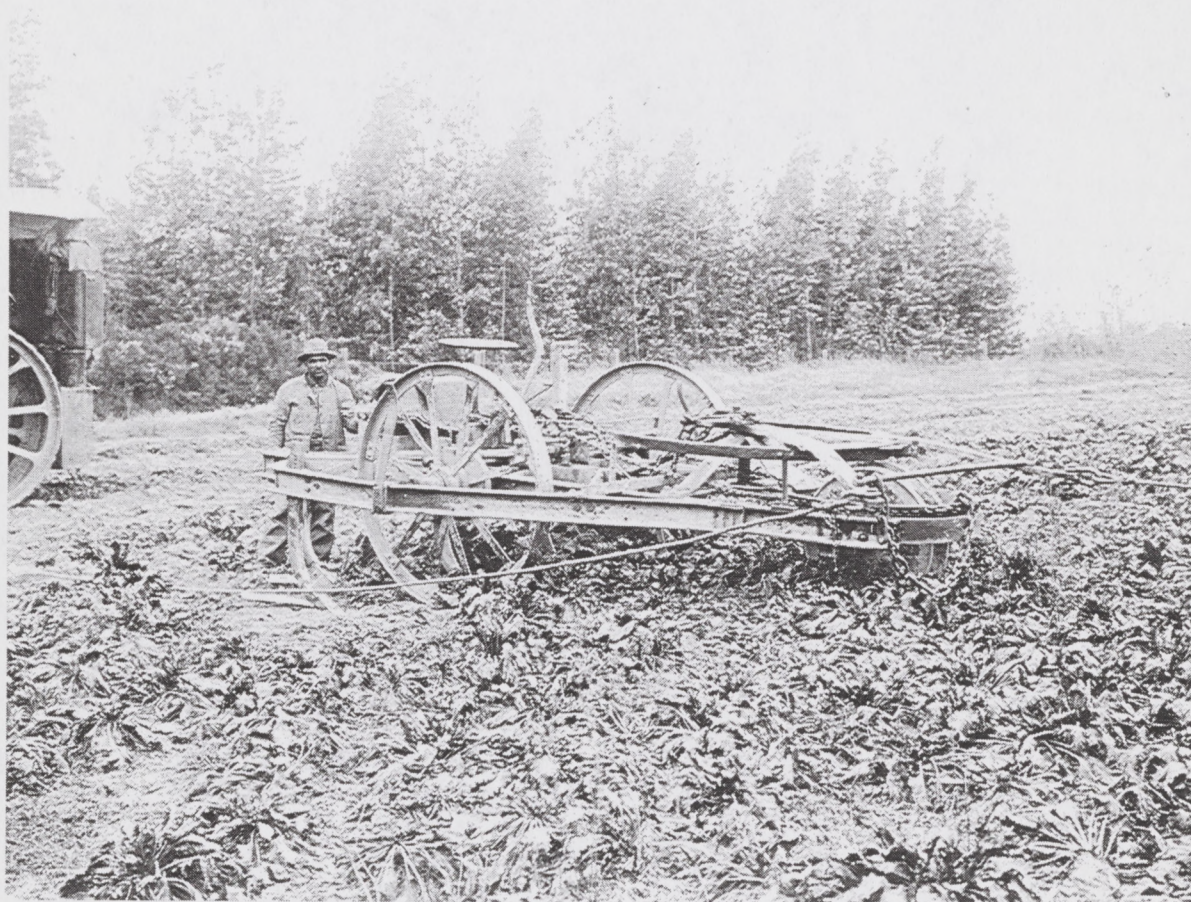


64. Early wing cultivator.

Photo c. 1900.

Cultivators are used to control weeds between the rows of beets.





65. Beet lifter.

Photo c. 1900.

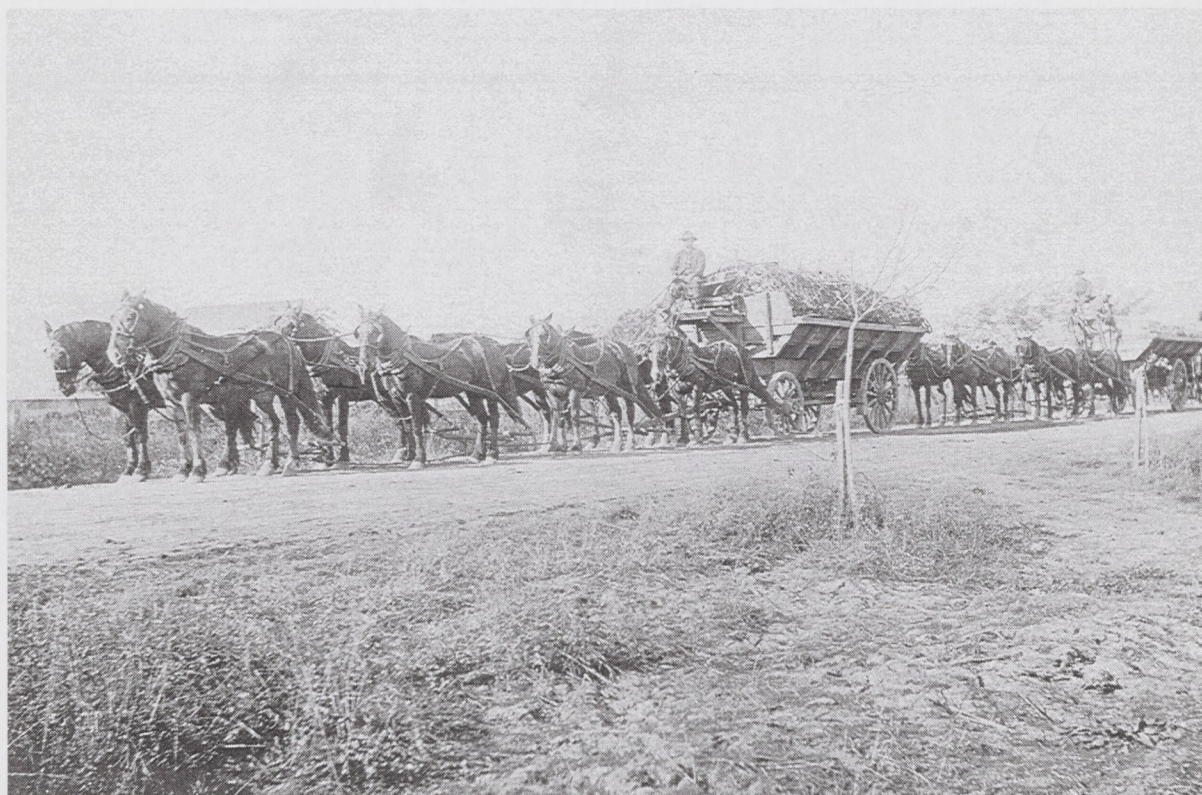
This implement was used to lift the beets off their extensive root system and out of the soil. It was pulled by the steam tractor to the left.





66. Harvesting.
Photo c. 1900.
Topping beets by hand, Ranch No. 3.





67. Beet wagons, Salinas Valley.
Photo 1907.





68. Hauling beets.
Photo c. 1920.





69. Harvesting.

Photo c. 1935.

These farm laborers, probably Japanese or Filipino, are loading the topped beets.





70. Marion Beet Harvester.

Photo c. 1950.

The Marion Harvester revolutionized beet harvesting. It came on the market in 1943, when labor was scarce during World War II, and was later called the Marbeet Harvester.





71. Beet loading station, Ranch No. 1.

Photo Nov. 1907.

Early loading stations were elevated platforms with adjacent rail sidings.





72. Elsa beet loading station, Ranch No. 3 near King City.

Photo c. 1900.

The bed of these horse-drawn wagons tilted to dump the beets into the rail cars. At this station an elevator and conveyor loaded beets at a second siding.





73. Beet loading station, Ranch No. 1.

Photo c. 1900.

Wagons with tilting beds in process of unloading into PVCRR gondola cars.





74. Beet loading station.
Photo c. 1910.
Loading station with tilting platform.





75. Horse drawn beet wagon. Ranch No. 1.

Photo Nov. 1906.

In this photo the beets are being topped by hand and thrown onto a net that covers the bottom of the wagon.



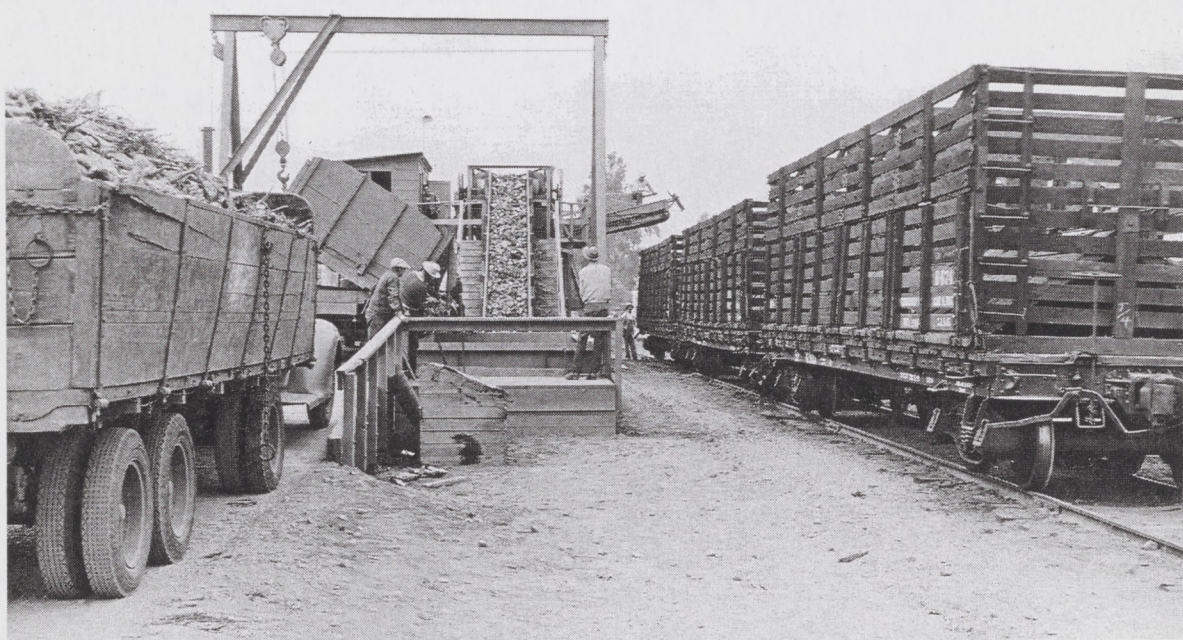


76. Beet loading station.

Photo c. 1900.

Beets being dumped into rail cars. Beet nets lined the bottom of the wagons; corner rings on the nets were picked up by a large hook suspended from a crane. The nets were then lifted to dump the beets.





77. Beet loading station at Hollister, California.
Photo c. 1947.

Trucks with tilting beds are unloading onto conveyors that lift the beets into the standard gauge cars at right.

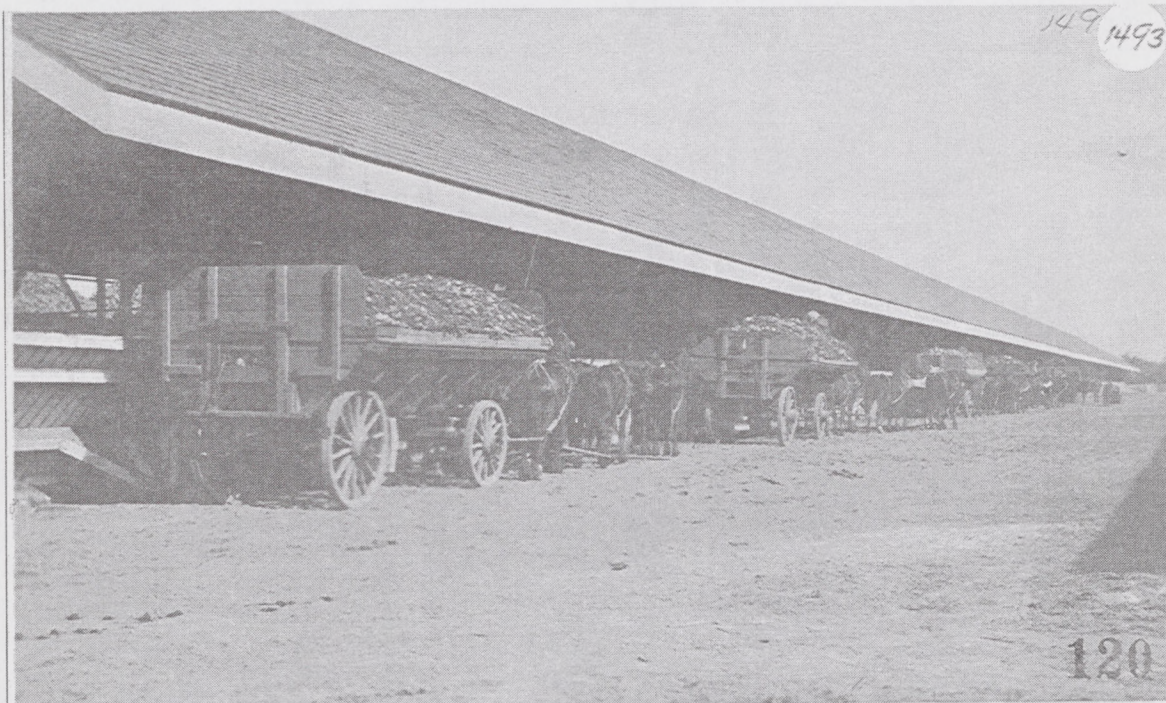




78. Pajaro Valley Consolidated Railroad at Factory No. 1.
Photo c. 1910.

The narrow gauge railway was the principal form of transport for beets from farm to factory between 1899 and 1920.



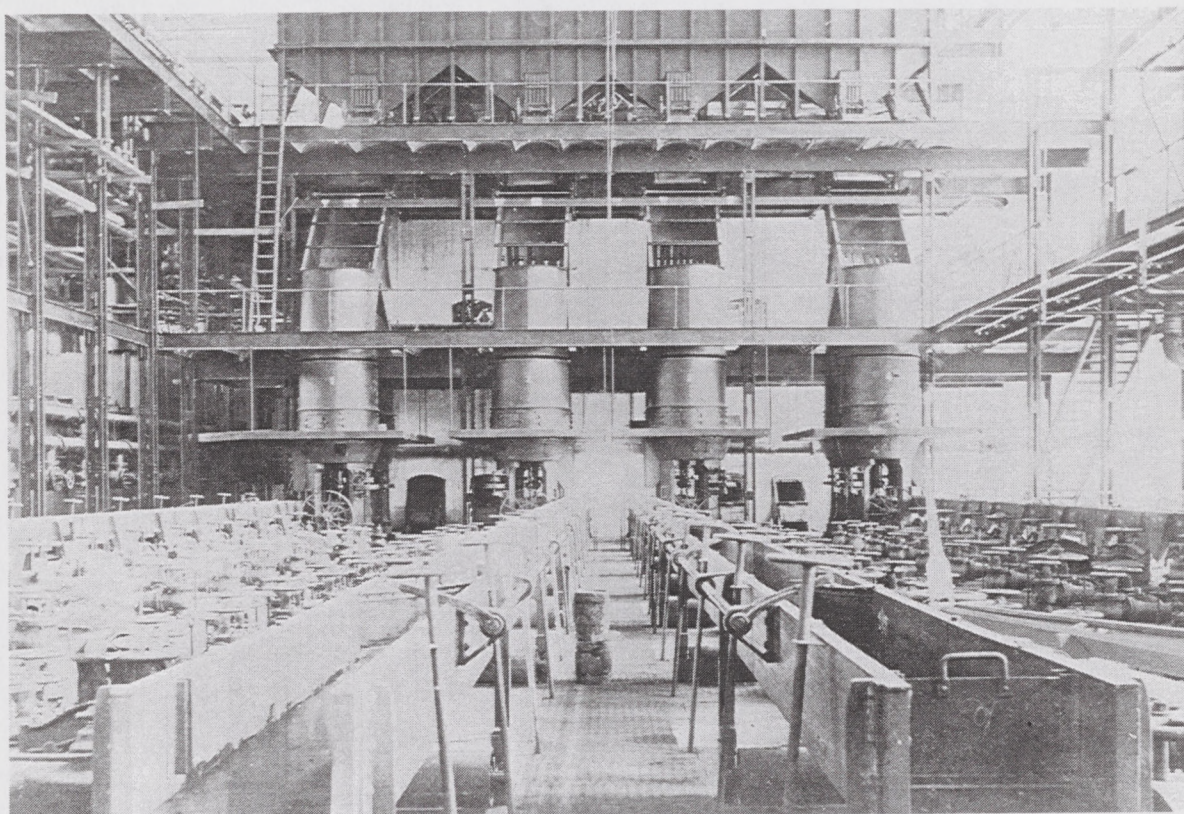


79. Wagons at Beet Bins.

Photo c. 1910.

Some of the beets arrived at the Factory No. 1 site directly by wagon rather than going through a loading station and onto the railroad.



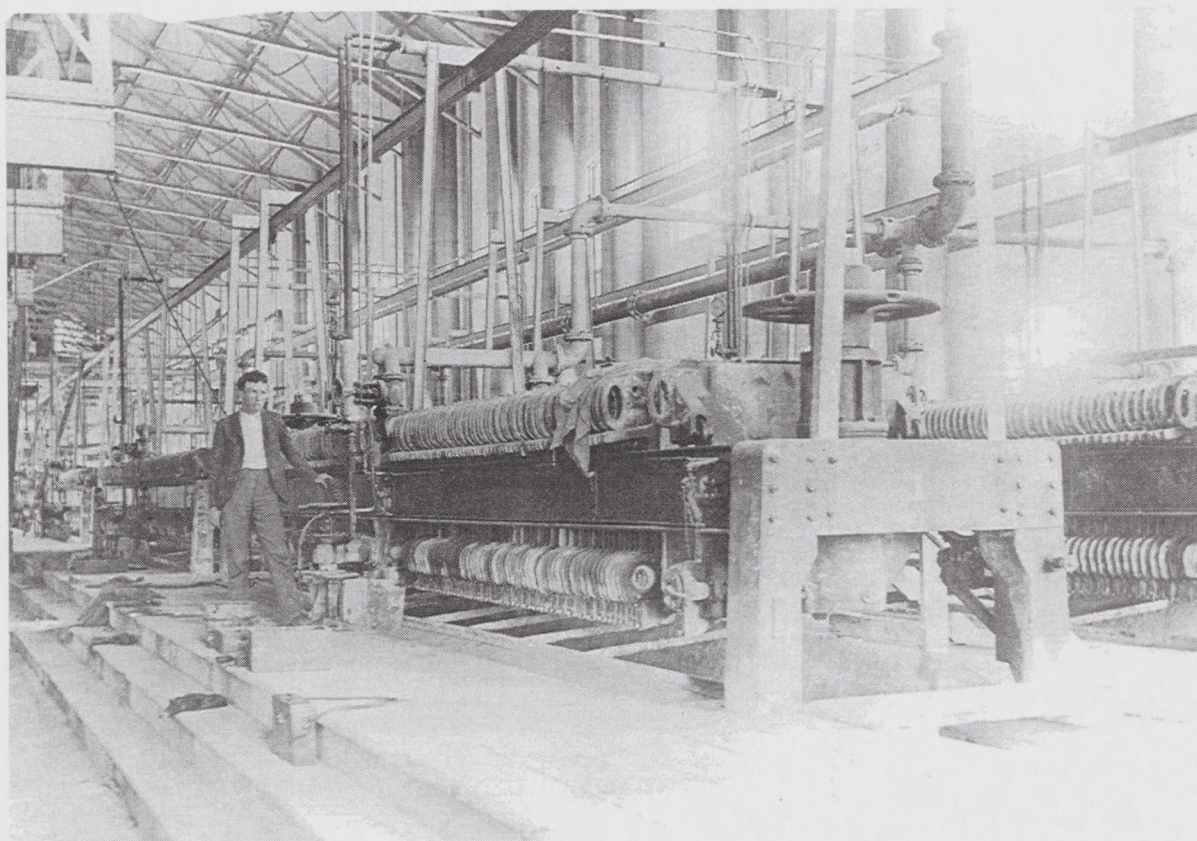


80. Interior of Main Building (No. 1) looking toward "beet" end.

Photo c. 1898.

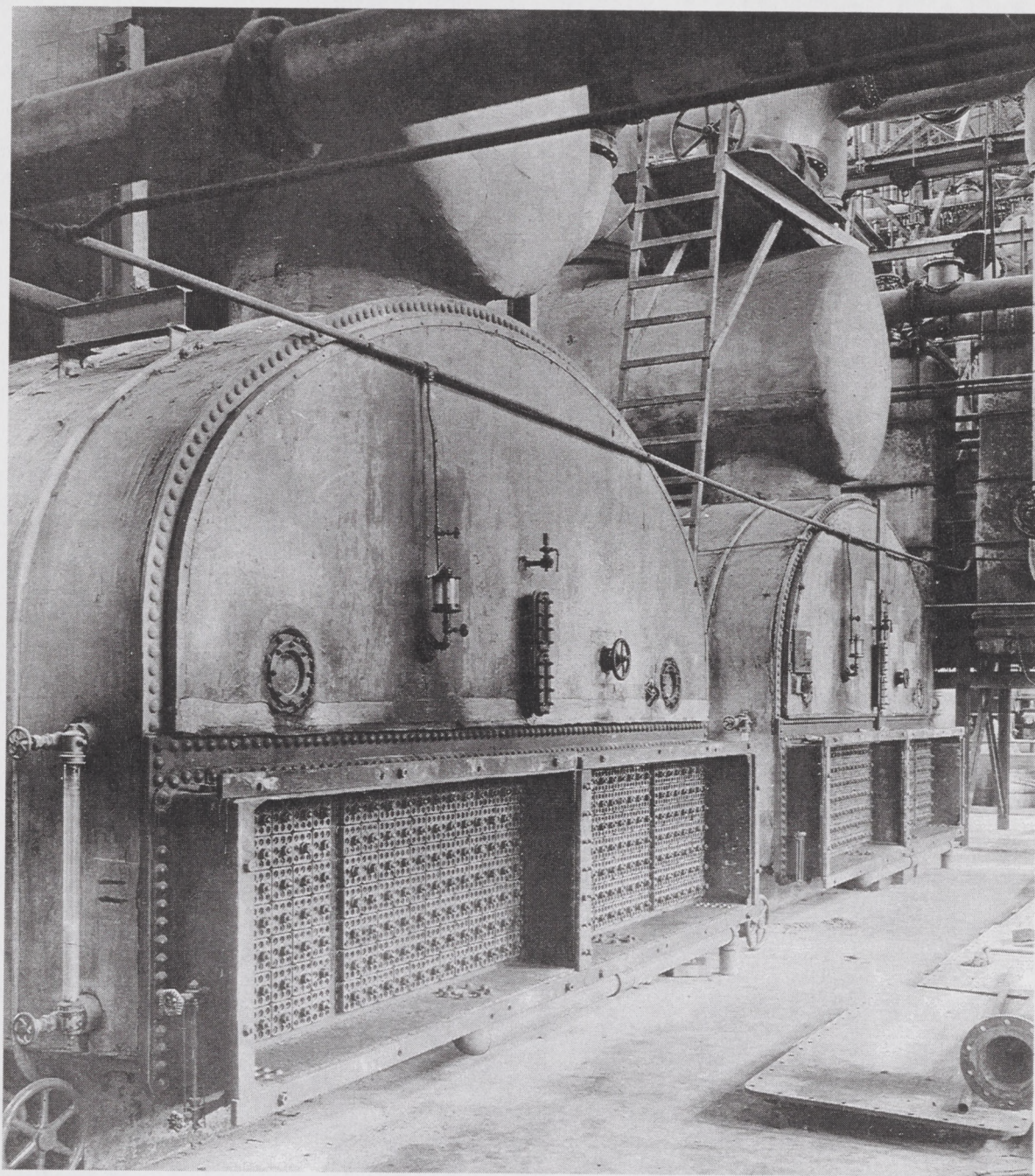
The diffusion batteries are in the foreground with the drum-shaped slicers and overhead beet bin beyond.





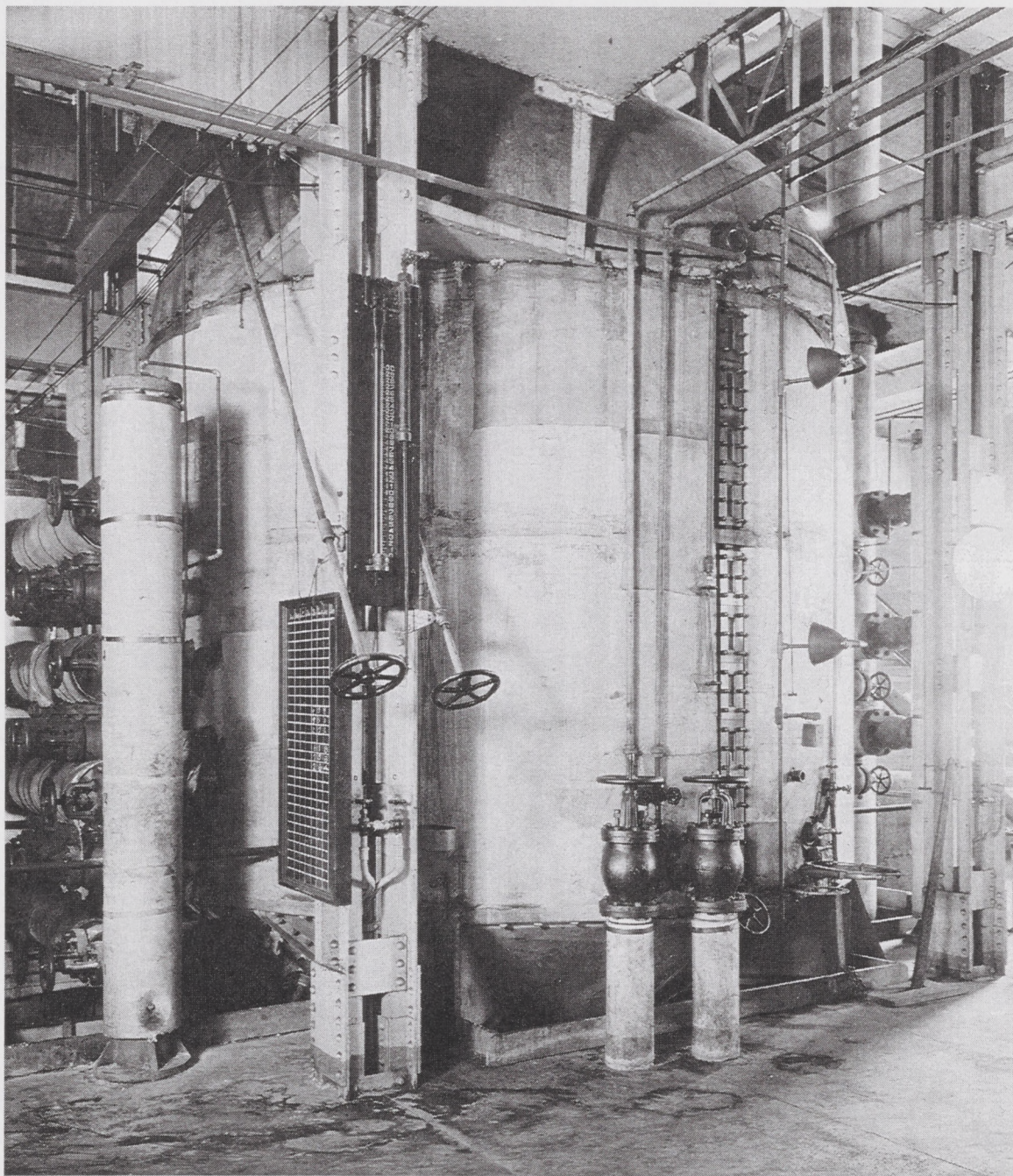
81. Installation of filter frame presses.
Photo c. 1898.





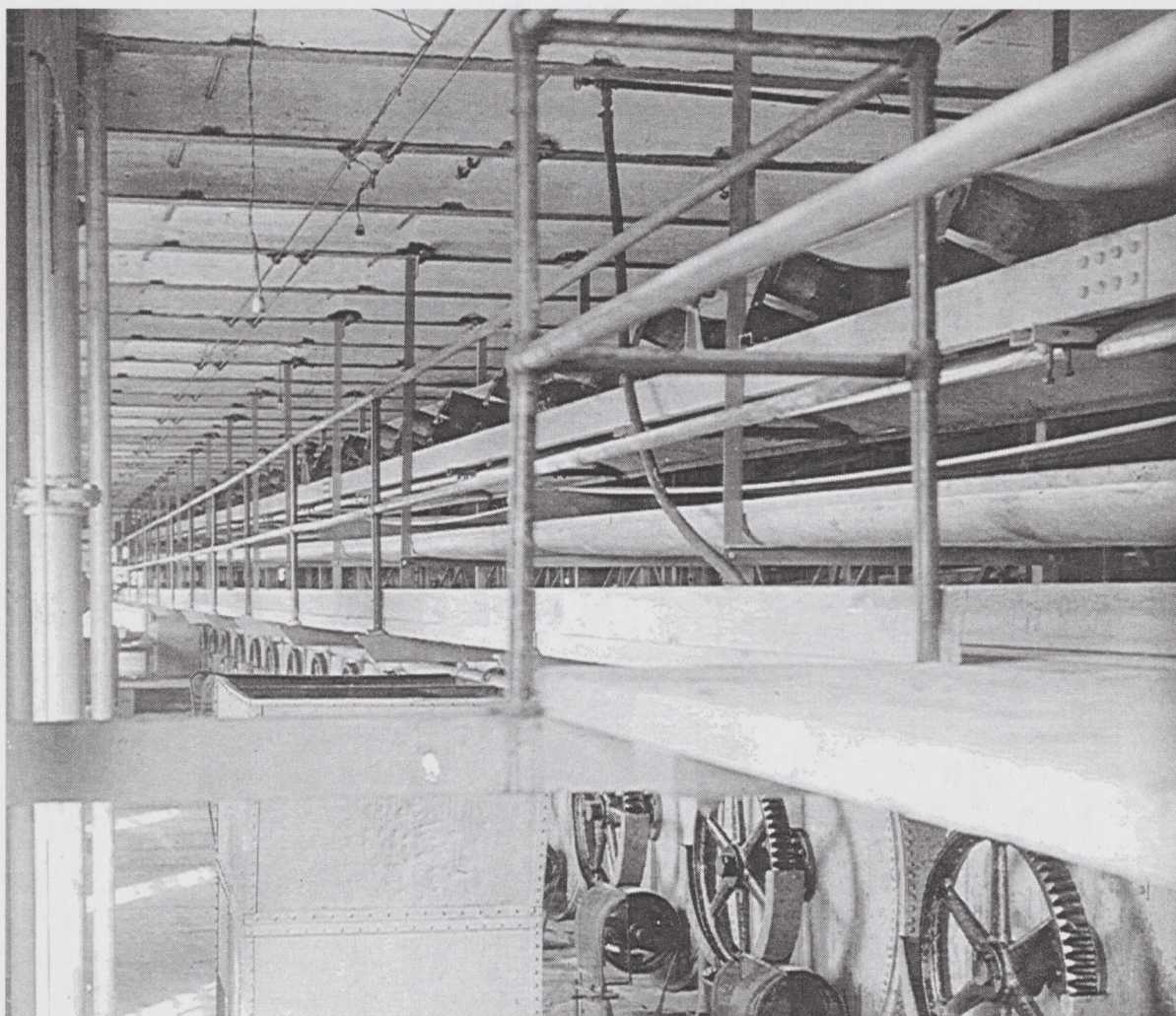
82. Evaporators.
Photo c. 1940.





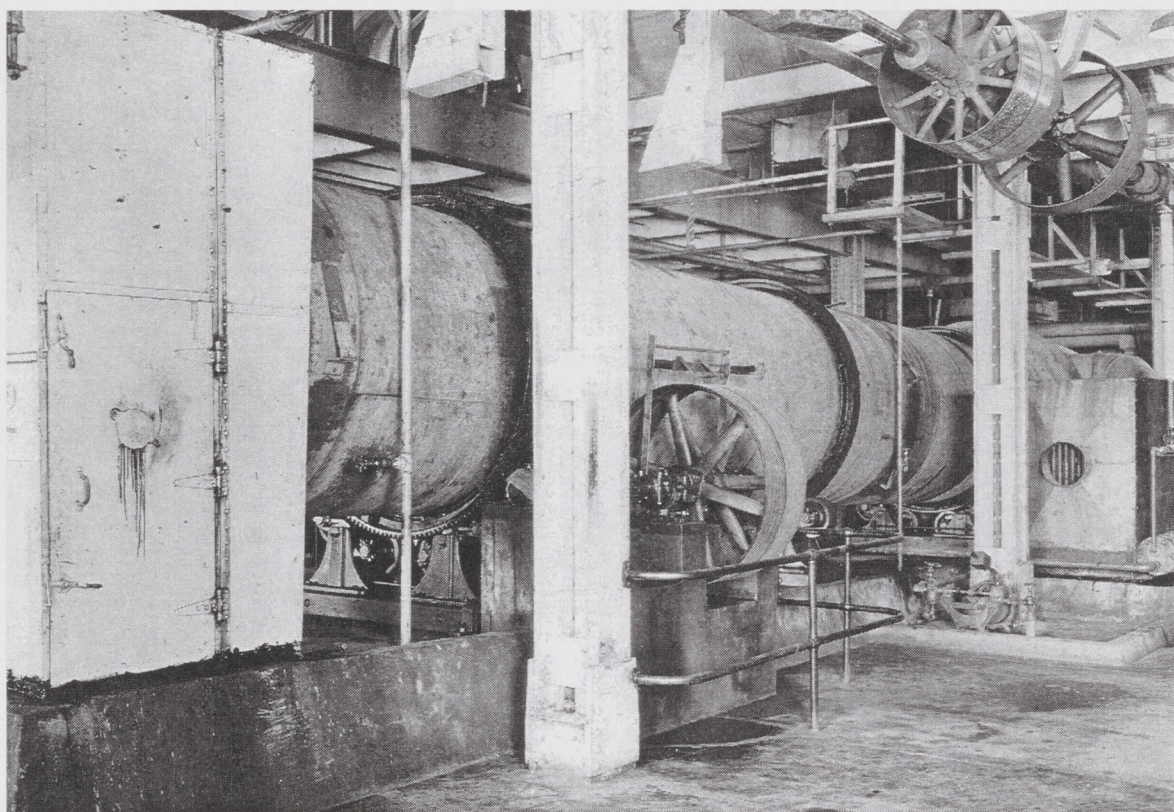
83. Vacuum pans.
Photo c. 1940.





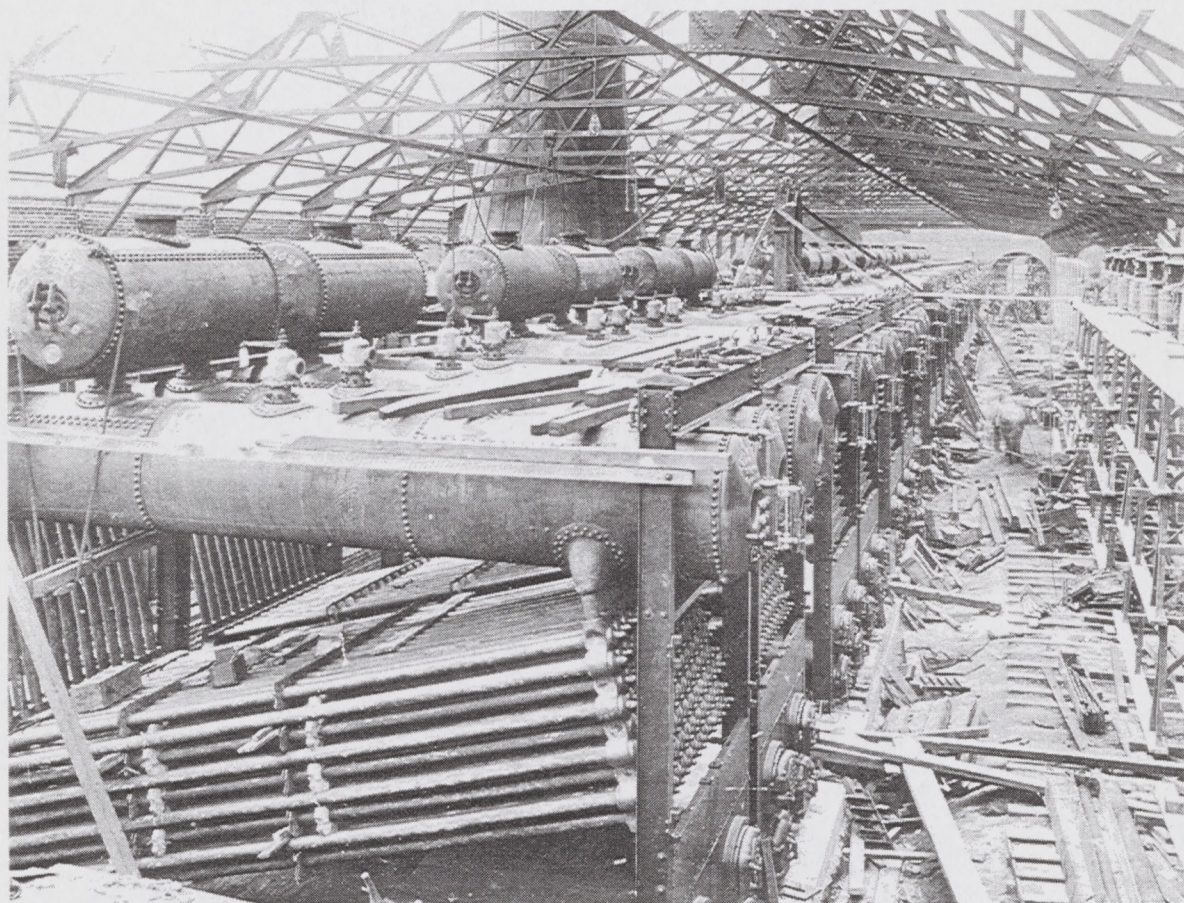
84. Crystallizers.
Photo c. 1940.





85. Granulator.
Photo c. 1940.



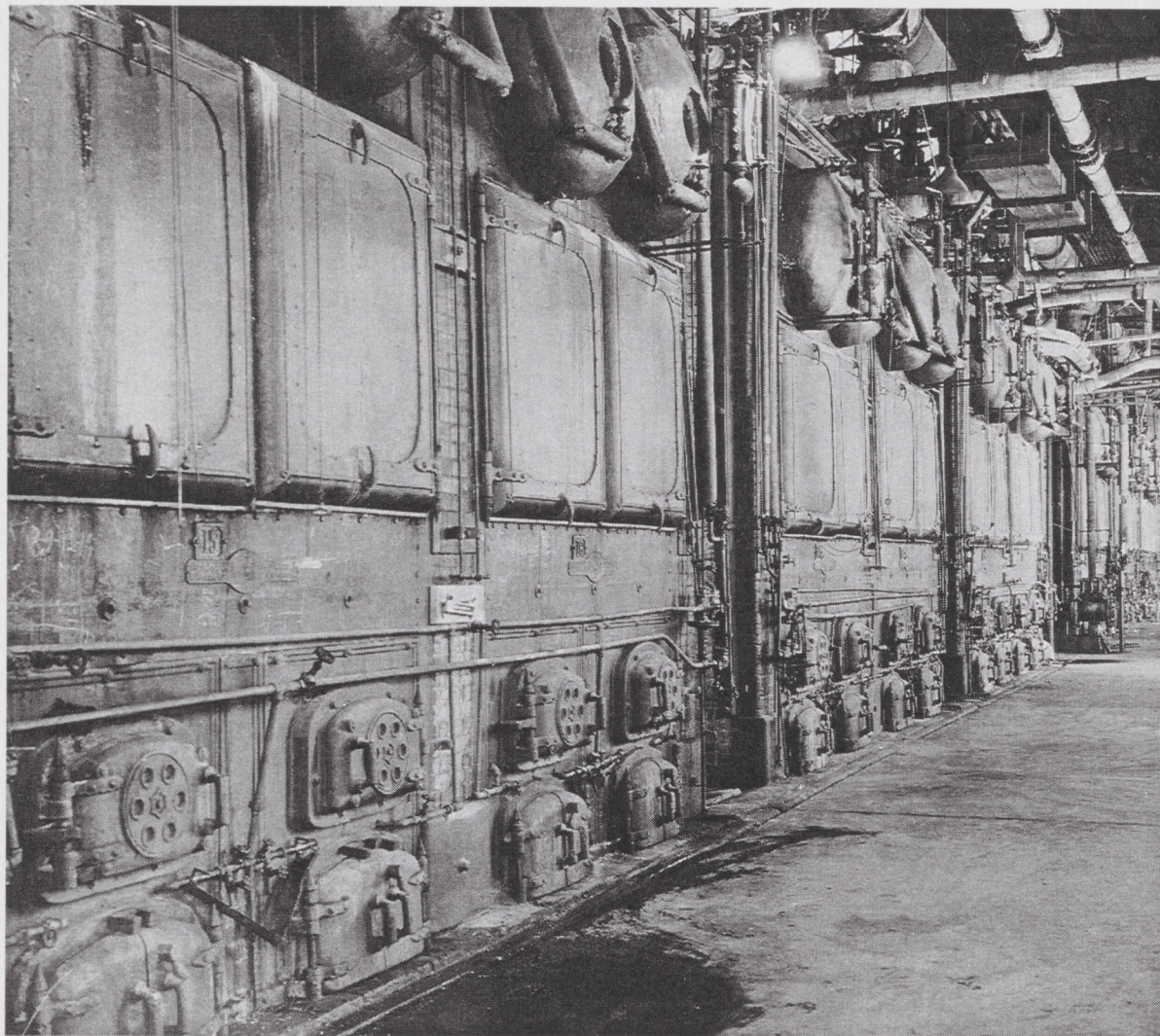


86. Installation of boilers.

Photo c. 1898.

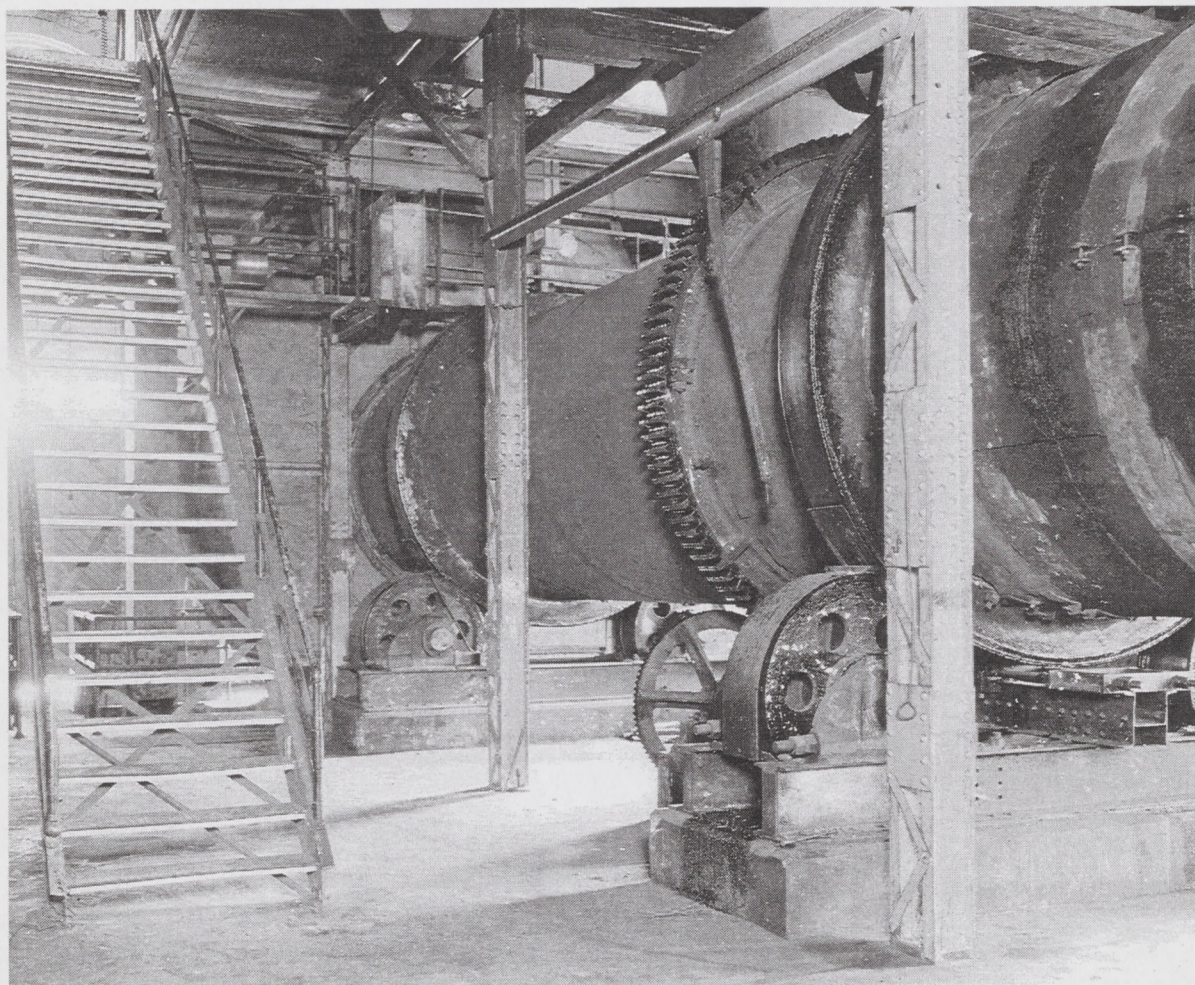
View looking south within the Boiler House under construction.





87. Boilers.
Photo c. 1940.





88. Pulp dryer unit.
Photo c. 1940.







89. East Ranch, Ranch No. 3.
Photo c. 1898.





90. Experiment Station at Factory No. 1.
Photo c. 1925.





91. Chinese workers on the PVCRR.

Photo c. 1900.

Chinese workers such as those in this photo were employed by Claus Spreckels to construct and maintain the railroad. This section is about a mile and a half north of Moss Landing, on the Moro Cojo Ranch along the Salinas River.





92. Farm labor camp and vegetable garden, West Ranch portion of Ranch No. 3.
Photo c. 1920.

The gardener in the photo is probably Japanese or Filipino. The vegetables were grown to feed the workers. Overall the buildings were quite adequate for the time.





93. Foreign Labor Bunkhouses, Spreckels, California.
Photo c. 1925, Jack and Margot Abeloe.
The caption on the photo reads: "Pickers Camp, Spreckels, Calif."



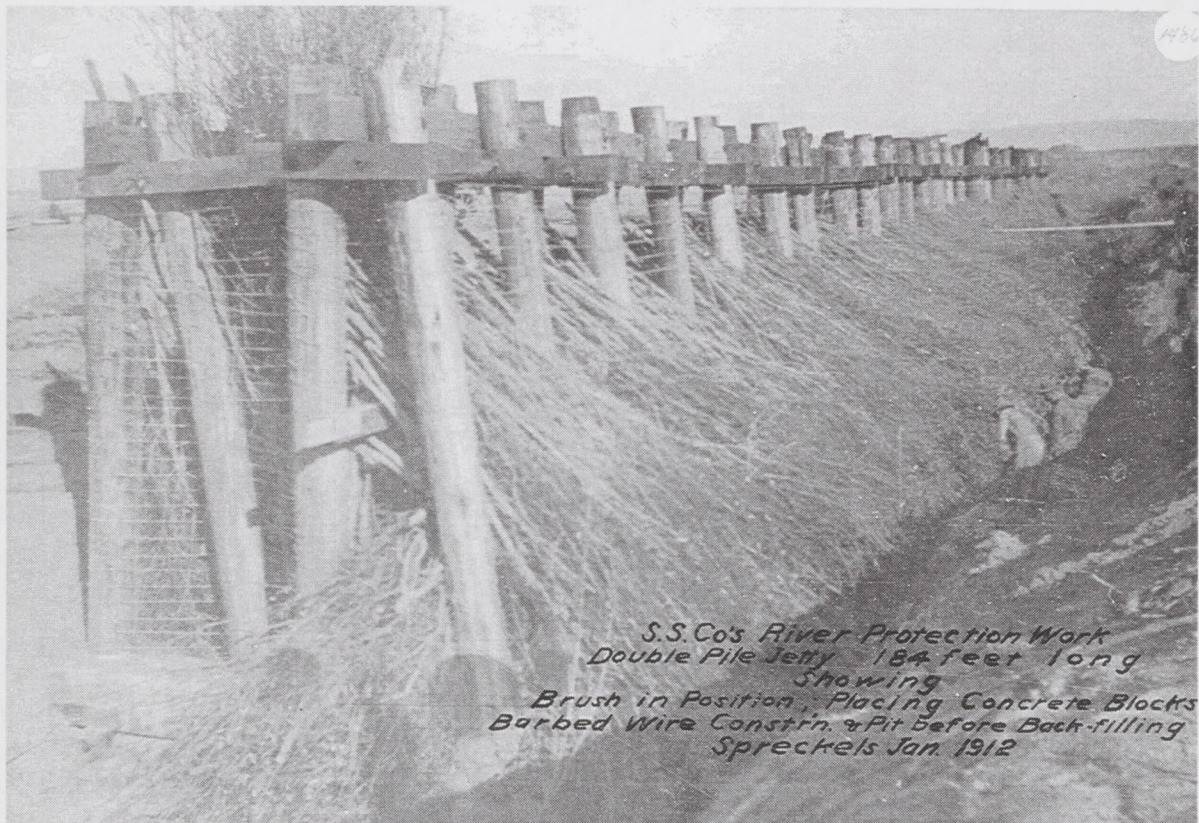


94. Ditch System. Ranch No. 3.

Photo c. 1910.

Since on drier land beets require several irrigations during their growing season, the establishment of a ditch system at each ranch was essential for the continued operation of the factory.





95. Double pile jetties.

Photo Jan. 1912.

The company did extensive flood control work. This jetty was constructed with wood piles, interwoven willow branches and wire.



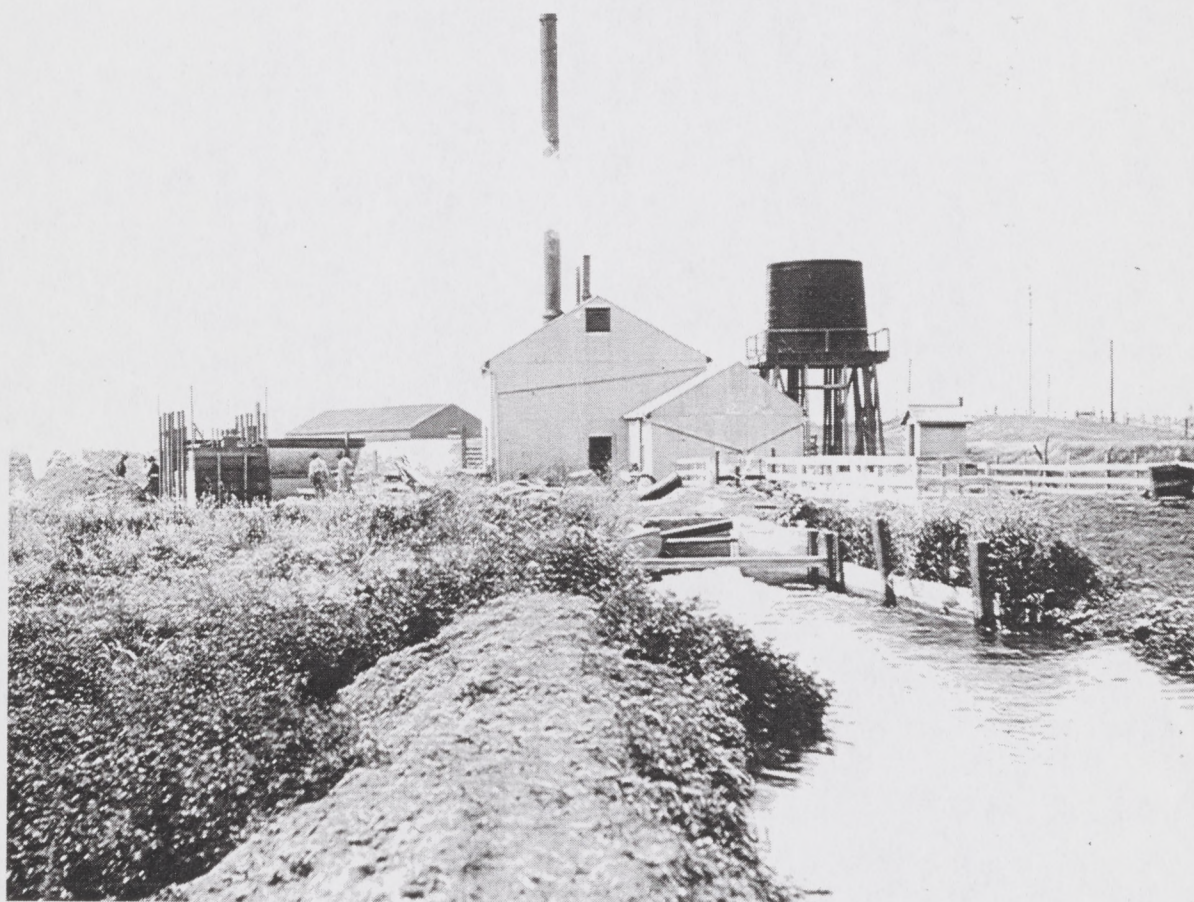


96. Pipelines at Factory No. 1.

Photo c. 1907.

Claus Spreckels used Risdon Iron Works of San Francisco to build and construct the pipeline network for the factory and town.





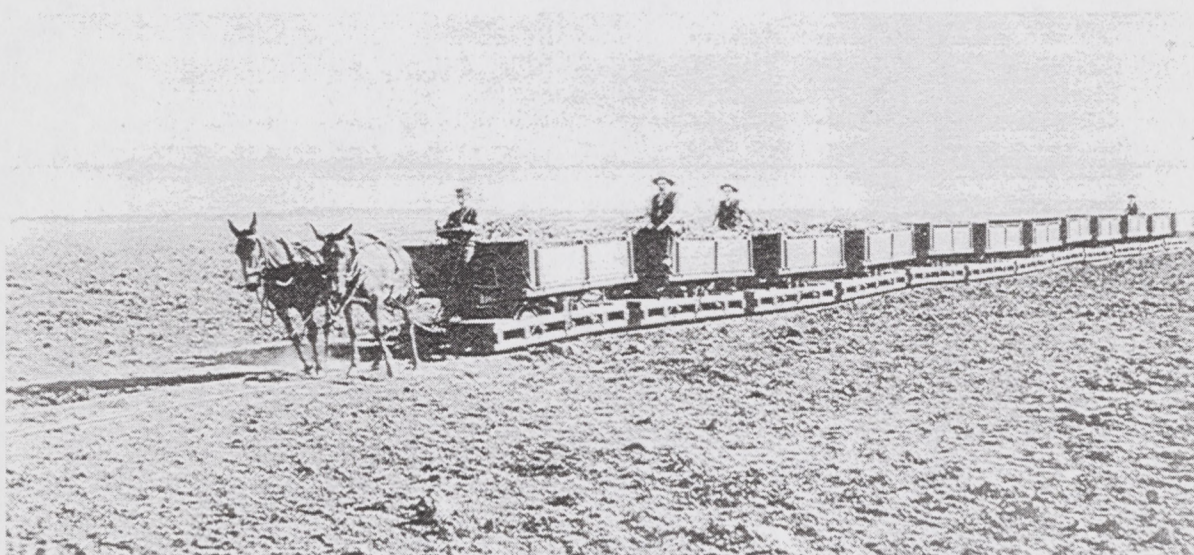
97. Pump Station and Ditch.
Photo c. 1910.
Steam-powered pumping station.





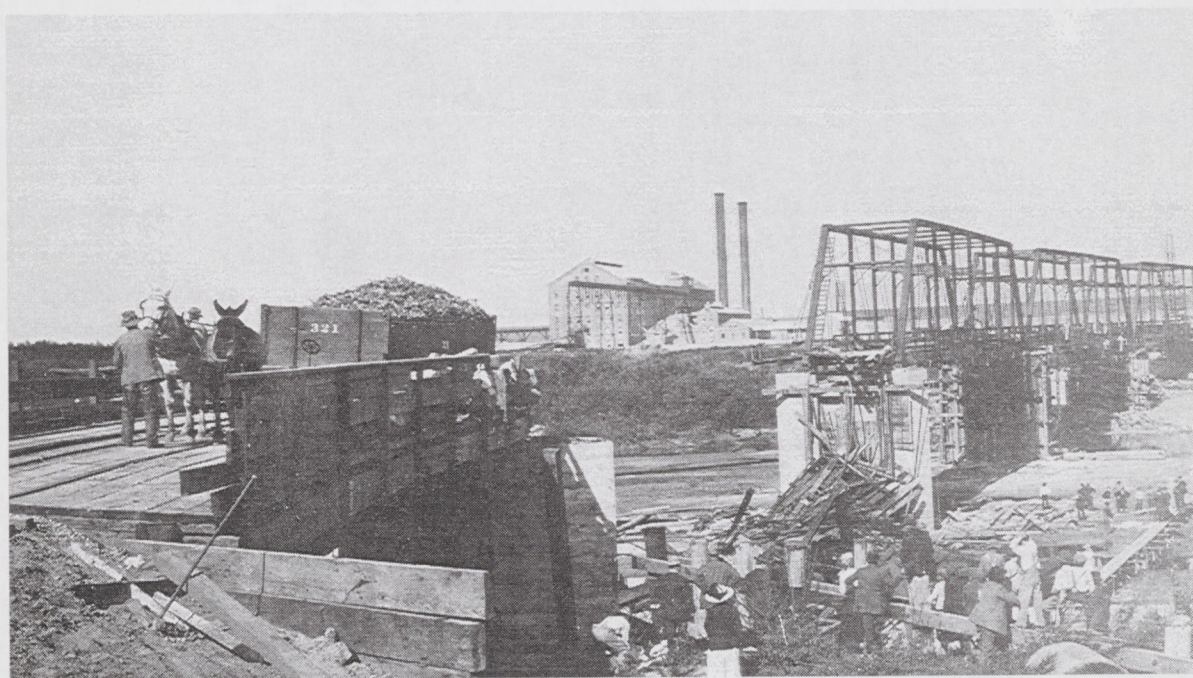
98. Electric pump at Ranch No. 3.
Photo c. 1930.
Electric pumps began to replace steam-powered pumps by 1920.





99. Temporary tracks into beet fields, Moro Cojo Ranch.
Photo c. 1895.





100. Spreckels Bridge.

Photo 1914.

Shortly after the bridge was rebuilt following the 1914 flood, a train carrying lime rock from Alisal caused the south section to collapse.





101. PVCRR gondola cars.
Photo c. 1910.
Typical freight cars on the PVCRR.





102. View of Spreckels.

Photo c. 1905.

To the right is the building containing the Spreckels Store and the Bank of Spreckels.
Beyond that is the hotel and at the far left is the school.





103. Houses in Spreckels, California.

Photo c. 1905.

This view south from the school building towards Factory No. 1 shows houses in the first five blocks of the town surveyed in 1897.

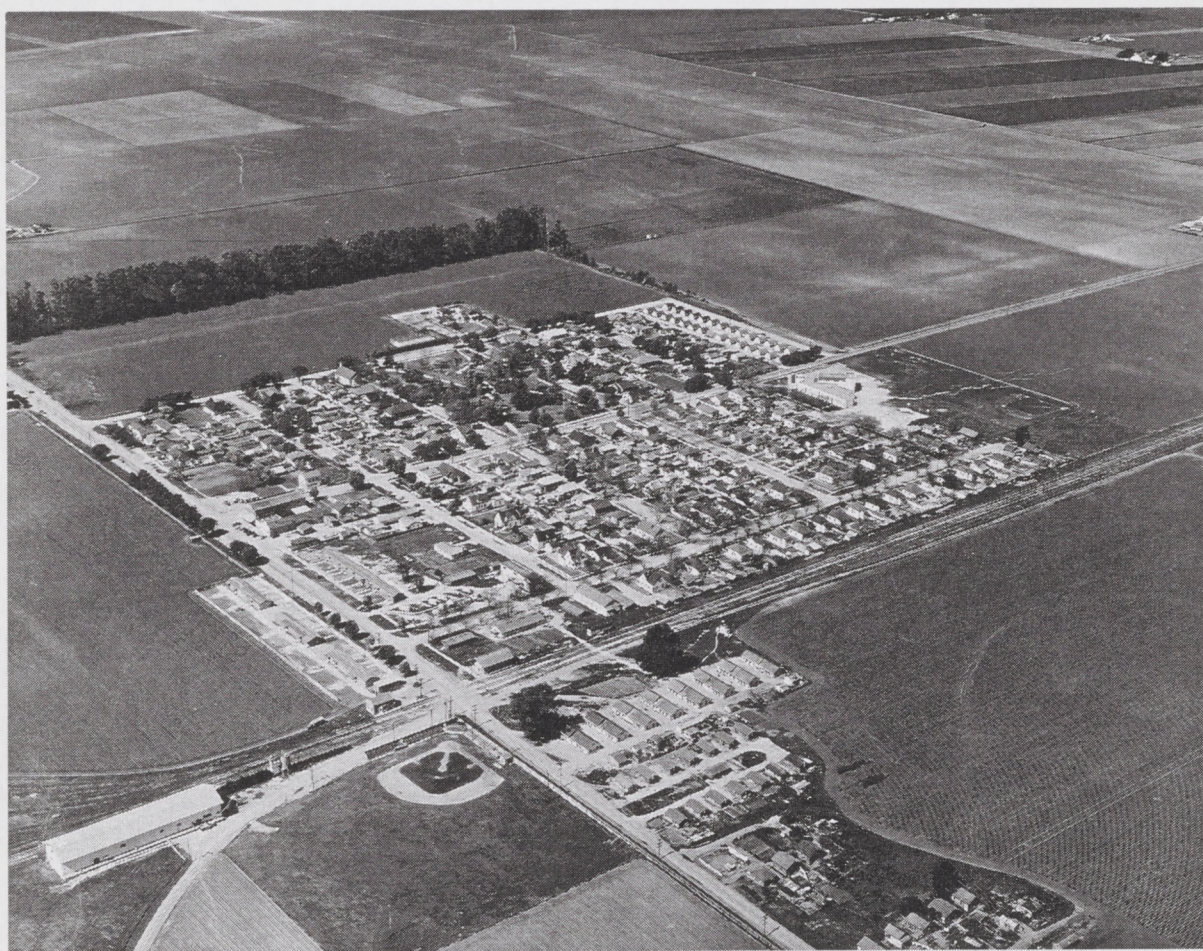




104. Houses in Spreckels, view towards Third Street.
Photo c. 1915.

Company-built cottages were of excellent craftsmanship. These cottages and bungalows were constructed in 1911 and fronted the park.





105. Aerial view of Spreckels, California.
Photo c. 1940s.





106. Historic walnut trees along Spreckels Boulevard.
Photo 1989, Charles Pierson.





107. Town scene in Spreckels, California.
Photo c. 1900.
Commercial buildings along Spreckels Boulevard.





108. Spreckels Hotel, Spreckels Blvd. at Railroad Ave.
Photo c. 1910.

The Hotel was built to house male workers in 1897. The hotel annex No. 2 seen beyond was built in 1908.





109. The Emporium Store.

Photo c. 1980.

Built in 1898, the store provided the basic needs of the factory workers and their families. The store at one time had a market, as well as dry goods and hardware.





110. The Louvre.

Photo c. early 1900s.

This building dates from 1901 and was the Louvre Restaurant and Saloon prior to 1912. It was then remodeled as the Firehall for the Spreckels Volunteer Fire Department.





111. Firehall.
Photo c. 1980.





112. Spreckels School.

Photo c. 1905.

The school was built in 1899 and used by students in the first through eighth grades.





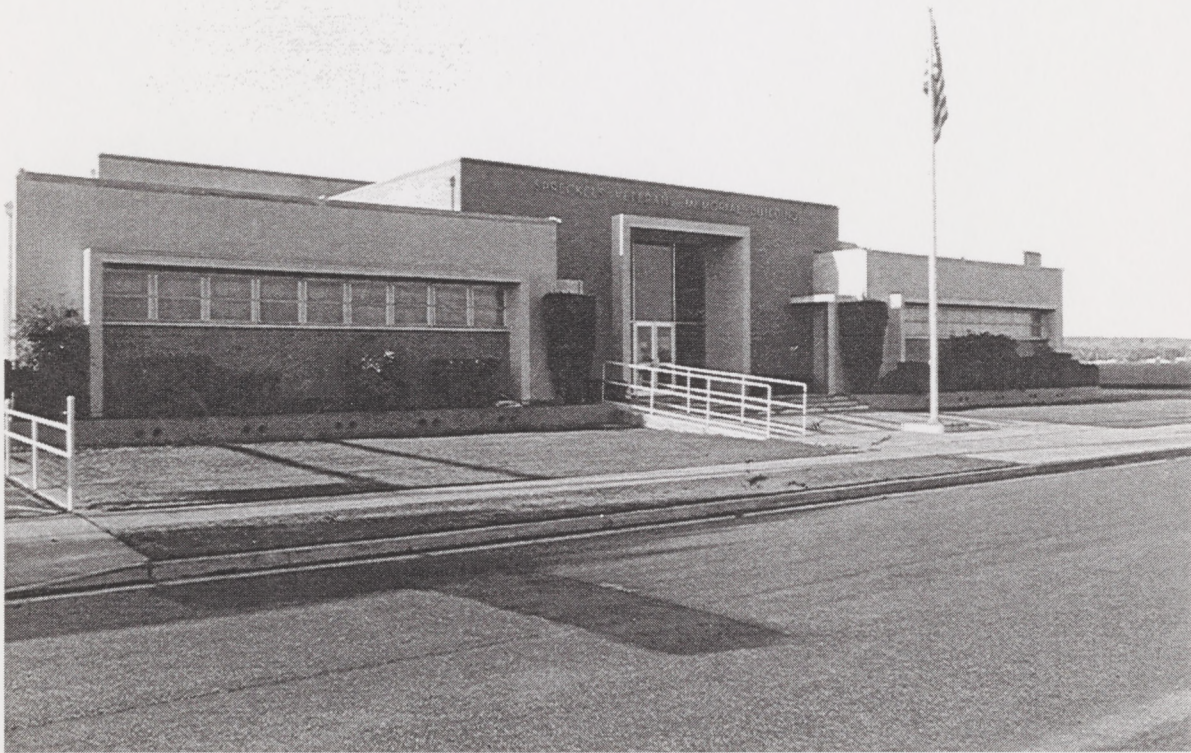
113. Spreckels School.
Photo 1993, Page & Turnbull.





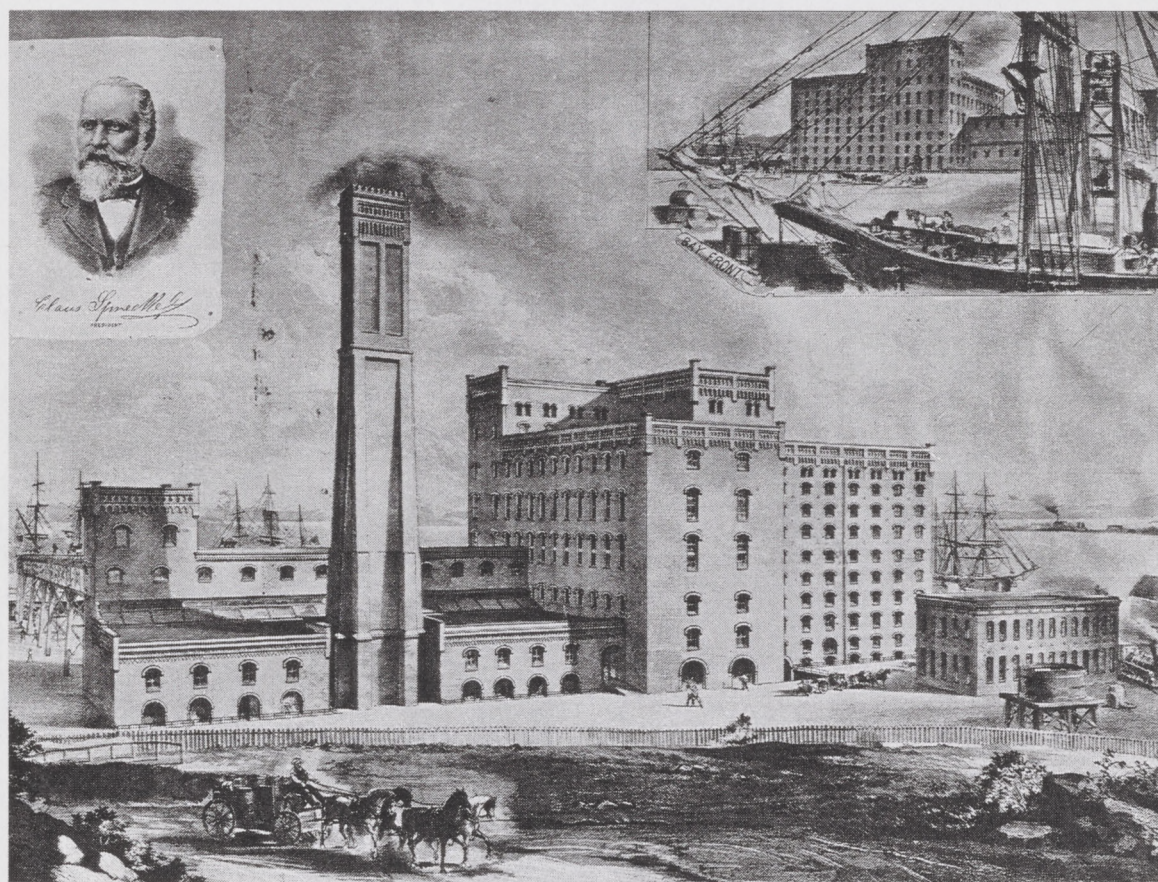
114. Spreckels Park.
Photo 1993, Page & Turnbull.





115. Veterans Memorial Building.
Photo c. 1960.





THE NEW CALIFORNIA SUGAR REFINERY, SAN FRANCISCO.

116. California Sugar Refinery.

Illustration 1881.

Claus Spreckels incorporated the California Sugar Refinery Co. in 1866 and this new refinery was completed in 1881. It became the the Western Sugar Refinery in 1891.



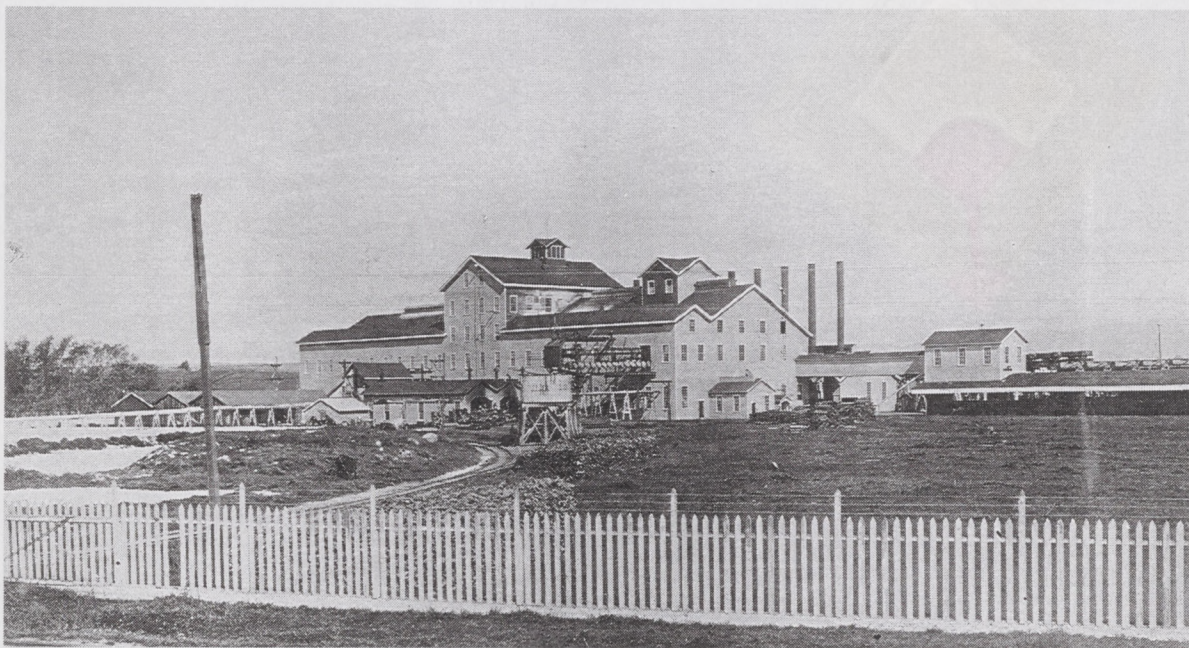


117. Western Sugar Refinery.

Photo c. 1947.

The Western Sugar Refinery marketed sugar under the Sea Island brand name.





118. Watsonville Factory.

Photo c. 1898.

Built in 1888, the Watsonville factory was eventually replaced by Factory No. 1 at Spreckels.

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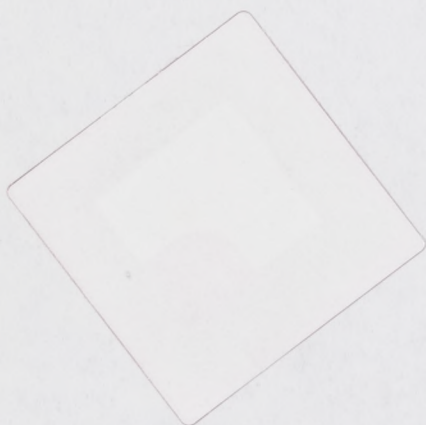
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